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**OUR LONDON LETTER.**

(FROM OUR OWN CORRESPONDENT.)

LONDON, July 21st.

IN THE SUN.

What a climate this is! The gods decreed sunless days and frosty nights till we had passed Midsummer Day, and naturally everyone became reconciled to the thought that we should get no summer weather at all. Now for a week we have been in the clammy embrace of a heat wave, and have thus passed to the other extreme. A man home from the tropics may feel at his ease, but the shy-shame Englishman is not prepared for extreme heat. As there is more cool weather than hot in this country nobody as a rule has a wardrobe equal to the sudden emergency of the thermometer reaching 130 degrees in the sun and 91 in the shade, as recorded in the present week of grace. Even at Margate, where the sea faces East and north, the shade temperature was 90, and this is an eloquent testimony of the tropical spell. London was not the only place that stifled in the sun.

While mere man has stewed in his own juice, at it were, lovely woman has been delightfully comfortable and cool. The sex seems able to rise to an emergency. It is true that in the present instance the effect has been rather startling, at least in some cases. In the streets of London the idea suggested by casual observation is that women have apparently tried to discover with what economy of material the human form can be considered as clothed. A straw hat, a few yards of dainty fabric, silk stockings like gossamer, and a pair of light shoes, and hey presto! the lady is dressed to defy King Sol.

THE MASCULINE MODE.

Some of the wisacres have been writing to the papers pointing out how foolish men are compared to women in the matter of dress. But are men so very stupid after all? There are not many men outside the ranks of the war profiteers who would care to spend money to a large extent on clothes on the assumption that there may be a long spell of very hot weather. In England we seem to be always in the transition stage between the seasons, and, therefore, to the masculine mind it is not worth while striving for more than to make do. The Englishman's clothes are a compromise suited to a fickle climate. If the glass rises or falls to any considerable extent it is only for a brief period. Despite the present heat wave, no doubt the "Harley Street Specialist" who advises the evening papers how to keep cool will be confiding with equal confidence how to keep warm in August, or how we can brace ourselves to withstand the relaxing sunshine of next winter. With the English climate you never can tell. And, as somebody has said, perhaps it is our weather that has made England what it is.

THE NATIONAL ASSEMBLY.

After sitting for nearly a fortnight the National Assembly of the Church of England has adjourned till November. Approval was given to a number of useful measures, one of the most important, perhaps, being that which is to ensure pensions to the clergy in their old age. It will take some time for this scheme to come into full operation; but it has long been overdue as a measure of justice. It will put an end to the sad spectacle of clergy clinging to their livings for years after they have become physically and intellectually unfit properly to discharge their duties. Sixty-five is the age fixed as a basis of a pension.

Considerable progress was made in an endeavour to carry out Prayer Book revision, and the proposals have been referred to a drafting Committee with a view to final revision at a later stage. An important reform to which approval was given dealt with the sale of advowsons. This has been a very heavy abuse in the Church of England, livings being advertised for sale and disposed of to the highest bidder on purely commercial lines like a grocer's shop. Of general public interest, also, was the adoption of a resolution regarding the publication of divorce proceedings and other cases involving the relation of the sexes. It was proposed by Canon Dorrer Pierce, Vicar of Brighton, who suggested that, if the existing law is not adequate to enable action to be taken, the Government should frame further legislation to control the publication of such reports in the newspapers.

Lord Hugh Cecil was the only member present who had dressed to suit the heat-wave temperature. He was a conspicuous figure among the bishops and clergy in sombre black, for he appeared in cricketing flannels for which he apologised to the Archbishop of Canterbury, who presided, and others on the ground that a "permissive variation of treatments" was allowed.

LADY ASTOR AGAIN.

Lady Astor's Bill to control the supply of liquor to young persons has got a third reading in the House of Commons, not because she repeated her vigorous performance of clinging to the coat tails of members who rose to speak against it, but because the Government gave it facilities. What may happen to the Bill in the House of Lords remains to be seen. It is not at all unlikely that their Lordships will reject it.

The measure, as amended in Committee is a very different one from what it was when first introduced. It set out originally to make illegal the sale of any intoxicant on any licensed premises to any young person under the age of eighteen. As it now emerges, a young person over sixteen may be sold beer, porter, cider, or sherry with a meal in the eating room of a licensed house, though the age of eighteen must be reached before any alcoholic drink can be sold him at a bar. Lady Astor is jubilant at her success in the House of Commons, as well she may, for nobody in this country generally was clamouring for legislation on the subject. But all the cracks and faddists are chortling with delight. Any legislative

restrictions, no matter what they may be, with regard to the sale of alcohol is grist to their mill.

The Labour Party in Parliament gave their support to Lady Astor; and it is a noteworthy fact that nearly all the men on that side of the House are rabid teetotalers. How is it that people with extreme political opinions always figure as apostles of the pump?

WESTMINSTER HALL.

The historic Westminster Hall was reopened this week by the King, who was accompanied by Queen Mary, and the ceremony was very simple, very dignified, and very impressive. There was no music, no uniforms, and no attempt at display. For this reason there was nothing to distract attention from a study of the celebrated roof of the Hall. This has been under renovation for nine years (interrupted by the war), the original timbers, after remaining intact for nearly eight centuries, having been injured by a peculiar kind of beetle that bores into wood with devastating effect. The timbers, or most of them, remain strengthened by steel girders in a cunning manner so that the steel-work is not seen.

It was remarked how well the King contrived to make his voice carry through the great empty spaces of the Hall. I noticed, however, that His Majesty held the M.S. of his speech at full-arm's length from him, and a physician tells me that this is a sign that King George ought to wear glasses. Evidently he shares with the late King Edward a dislike to read his speeches in public wearing glasses on ceremonial occasions; for many years King Edward avoided doing so by having the manuscript typed in large block letters.

One incident attracted my notice. Mr. Ramsay MacDonald, the leader of the Labour Party, who is also of course leader of His Majesty's Opposition in the House of Commons, was not at the top of the Hall among the great ones at the beginning of the proceedings. He kept modestly in the background, and it was not until the King was about to open the doors, and thus formally complete the ceremony, that Mr. MacDonald was pushed by his friends into the foreground. With that unflinching tact which is characteristic of King George, His Majesty stopped at once, and, breaking the line, crossed at once to the Labour leader and shook hands with him. Queen Mary immediately followed the King's example. It was a very English touch and a very pleasant one.—H. B.

**"LANGUAGE OF FLOWERS."**

LABOUR PARTY DEMONSTRATION.

In celebration of the victory of Mr. Smilie at Morpeth the members of the Labour party in the House of Commons on June 25th decorated themselves with red rose guys. Those who had been forewarned of this floral display appeared in the House with big bunches of flaming carnations in their buttonholes. There were many less imaginative who came unprepared for this new method of political demonstration; but these were provided for. Mr. Jack Jones entered the House with a big bouquet of scarlet gladioli, which he proceeded to distribute among his colleagues on the Labour benches. Attention was called to this by Sir W. Davison, who wanted to know whether it was in order to introduce a big bunch of flowers into the House, but the Speaker ignored the inquiry.

Later Mr. Jones shifted his post to the Bar of the House, where he distributed favours to the late comers of his party. Viscount Curzon then wished to know whether it was in order for a "flower girl" to be in the House; but again the Speaker declined to be drawn. Sir Walter de Frece, however, stored a point subsequently when a question was asked with regard to the ventilation of the Chamber, by suggesting that the wearing of floral adornments should be prohibited, as tending to increase the impurity of the air. By the time questions were concluded all the Labour members present had been adorned, although it was with apparent reluctance that Mr. Ramsay MacDonald was persuaded to join in the performance.

When Mr. Smilie walked up the floor in company with Mr. Henderson and Mr. Waine to take the oath, he was loudly cheered by his decorated party; but the beauty of the flowers did not appear to exert any very refining influence on the language of some of their wearers. "A perhaps not very good-natured remark from a Conservative member, 'He's got in at last!' was received with shouts of 'You swine!' 'You dirty dog!'—Daily Telegraph

"Boy! A Good Smoke, my  
Slippers and Armchair."

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Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2.—in this Ordinance

- (a) "Cash" means any coins or notes current in the Colony.  
(b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.

(2) Sub-section (1) of this section shall not apply to the following:—

- (a) any sale by the proprietor of an hotel to a person residing at the hotel;  
(b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other *bond fide* meal for which a charge of at least thirty cents can be reasonably made;  
(c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employe in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is sold to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

**THE HONGKONG HOTEL CO., LTD.**

WALTER J. HAWKER

Secretary.

Hongkong, 15th August, 1923.

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The complete report, with additions up-to-date, will be reprinted in

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**GREATEST CITY OF THE  
WORLD.**

AN IMPRESSION OF LONDON.

(BY T. KENNETH JACKSON.)

He is an ambitious man who aspires to  
write of London to Londoners, still more  
so if he be a "provincial." My reason  
and excuse must be that it is the city of  
my adoption, which I have chosen for my  
affection.

Not have I chosen her from my com-  
parison with the industrial and commer-  
cial cities of Birmingham, Liverpool, and  
Manchester, but after an intimate per-  
sonal knowledge of many European capitals.  
What of Berlin, Brussels, Paris, and  
Rome? Each is attractive in its own  
phase.

QUITE DIFFERENT.

London is quite alone, quite different.  
The difference is seen in an industrial  
dispute in Brussels, and a May Day labour  
demonstration from the Embankment  
to Hyde Park; July the fourteenth in  
Paris, and Armistice Day in Trafalgar  
Square; the lay-out of Berlin and the  
delightful casualty of an ending street  
between the Bank and Bishopsgate; the  
museum-like appearance of half of Rome,  
and Kingsway, crowned with the Bush  
Building, raising its proud head near the  
hidden ruins of a Roman bath.

THE GREY.

A Danish novelist friend of mine always  
speaks of "London the Grey." That is  
true. It is the greyness of the brain-stuff,  
the hidden centre of a soul. A city might  
have a history, an intellect, a tempera-  
ment, or a soul. Two of these might be  
combined in a city. London has them all.  
London is the lodestar of the English-  
speaking people. "Piccadilly" or "the  
Bank," "Oxford Street" or "Whitehall"  
are but names of places, but think of the  
impressions these names convey to a back-  
woodsman in the Rockies or a farmer of  
the Bush or the Veldt.

ENGLISH-SPEAKING CAPITAL.

We know them, pale through them  
daily, and possibly do not think about  
them, but to men in the outer regions of  
the British Empire who have never seen  
them, they mean London, home.

There is always some sociological reason  
for the natural predominance of a city,  
and London is the capital, not only of  
Great Britain but of the English-speak-  
ing world, because it has always absorbed  
in its perfect synthesis all that is greatest  
and truest in the British people.

"What Manchester thinks to-day, London  
acts upon to-morrow," and therein lies its  
greatness. Its short-comings are many,  
and will be examined later; but these  
mainly exist as difficulties of its vastness  
and complexity.

WORLD'S TREASURE HOUSE.

Further, in the realm of finance and  
commerce, its synthesis absorbs the whole  
world, and the treasure of all countries  
pours into its port and coffers.

It is London whose word is its bond,  
and as secure as the Bank of England. It  
can borrow and repay in staggering  
millions, and then withdraw it in tribute  
from other nations.

Its merchants and bankers have always  
been, the "merchant venturers," giving  
the helping hand to other nations, building  
the prosperity of new ones; and the great  
merchants from other lands must inevitably  
come, as they have done for centuries,  
to establish their own fortunes within its  
boundaries.

AN ALLOY.

London symbolises the genius of the Brit-  
ish people, focusing the acumen of the  
North-country, the business and ability  
of the industrious Scot, the wit of the  
delightful Irish, and the emotions of the  
Welsh. It is to London that they come,  
sooner or later, to add their metal to its  
successful alloy.

I find I have committed myself up to the  
hilt. I have made a claim on behalf of  
London to the premier place amongst the  
cities of the world, and I have to sub-  
stantiate it. Forgive me Paris—Brussels  
—Rome—who have each held my affection  
for a time. I am not fickle, but it is to  
London, to whom I return, that I have  
given my whole heart. I admire you all,  
ladies, but she is the Queen.

NO RIVALS.

I remember you, Rome. You always  
struck me as a lady with a post, somewhat  
the worse for wear. I never thought you  
had a future until your lover Mussolini  
came. And Paris, you were so fickle and  
so serious. You knew no happy medium.  
You never really faced the problems of  
life; you demanded abject submission to  
your will, no matter how unreasonable  
that might be. That pulled in time.

Brussels, so like, yet unlike, fair Paris,  
you are made in a more serious mould,  
and, I regret to say, I never felt you  
were a thoroughbred. So I returned to  
lady London, the only one amongst you who  
is so constant and true, and I am happy.

THE GREAT LADY.

London ranks as the great lady for  
many reasons. There is none more  
haughty and justly proud; she is of good  
family, who have achieved great things,  
and the whole world has paid tribute to  
her. She is handsome, but not beautiful;  
she has a quiet charm, and an expression  
of gentleness that wins respect from all,  
yet sometimes she is ruffled, and then, like  
her sex, a little ruthless, but always mis-  
tress of herself.

Usually decorous and conventional, she  
is no prude, and her toleration with all  
is nothing to wonder at. Her retinue is  
a microcosm, and commerce, science, art,  
statesmanship, music, literature, and sport  
know her as a friend. —*Warning Post.*

NEW DESIGNATIONS FOR PRIVATE  
SOLDIERS.

An Army Order states that in future a  
private soldier of the Cavalry of the Line  
will be designated "Trooper," and a pri-  
vate of the Foot Guards, "Guardsmen."  
Similarly it is laid down that a private  
of a fusilier regiment will now be de-  
scribed as "Fusilier," and of a rifle  
regiment, "Rifeman."

"The only real change effected by this  
Army Order is the introduction of the  
term 'Fusilier.' The term 'Guard-  
smen' already has a local customary use.  
'Trooper' and 'Rifeman' have long  
been in use throughout the Service, and  
this custom now receives full official recog-  
nition."

**WEATHER REPORT.**

August 13th at 12.40.—Warning to Hong-  
kong, Coast Ports, &c.—Depression or  
typhoon in Lat. 18 deg. N. Long. 119 deg. E.,  
direction unknown, position uncertain.

August 20th at 12.45.—Pressure has de-  
creased moderately to slightly at the  
majority of reporting stations.

The depression over the Gulf of Tonking  
has deepened slightly and moved westward.

Another typhoon has formed to the west of  
the Balintang Channel. Its direction of  
motion is unknown at present.

Hongkong rainfall for the 24 hours ending  
at 10 a.m. 20th August, 0.03 inch. Total  
since January 1st, 6.73 inches, against an  
average of 61.33 inches.

The forecast for the 24 hours ending at  
noon 21st Aug. is as follows:

Direction: E. winds, fresh to  
strong; fair at first  
cloudy, later.

Hongkong to Gap Rock: do.

Formosa Channel: do.

South coast of China between  
Hongkong and Lamock: do.

South coast of China between  
Hongkong and Hainan: E. or variable  
winds, mod-  
erate.

**HONGKONG SHARE MARKET**

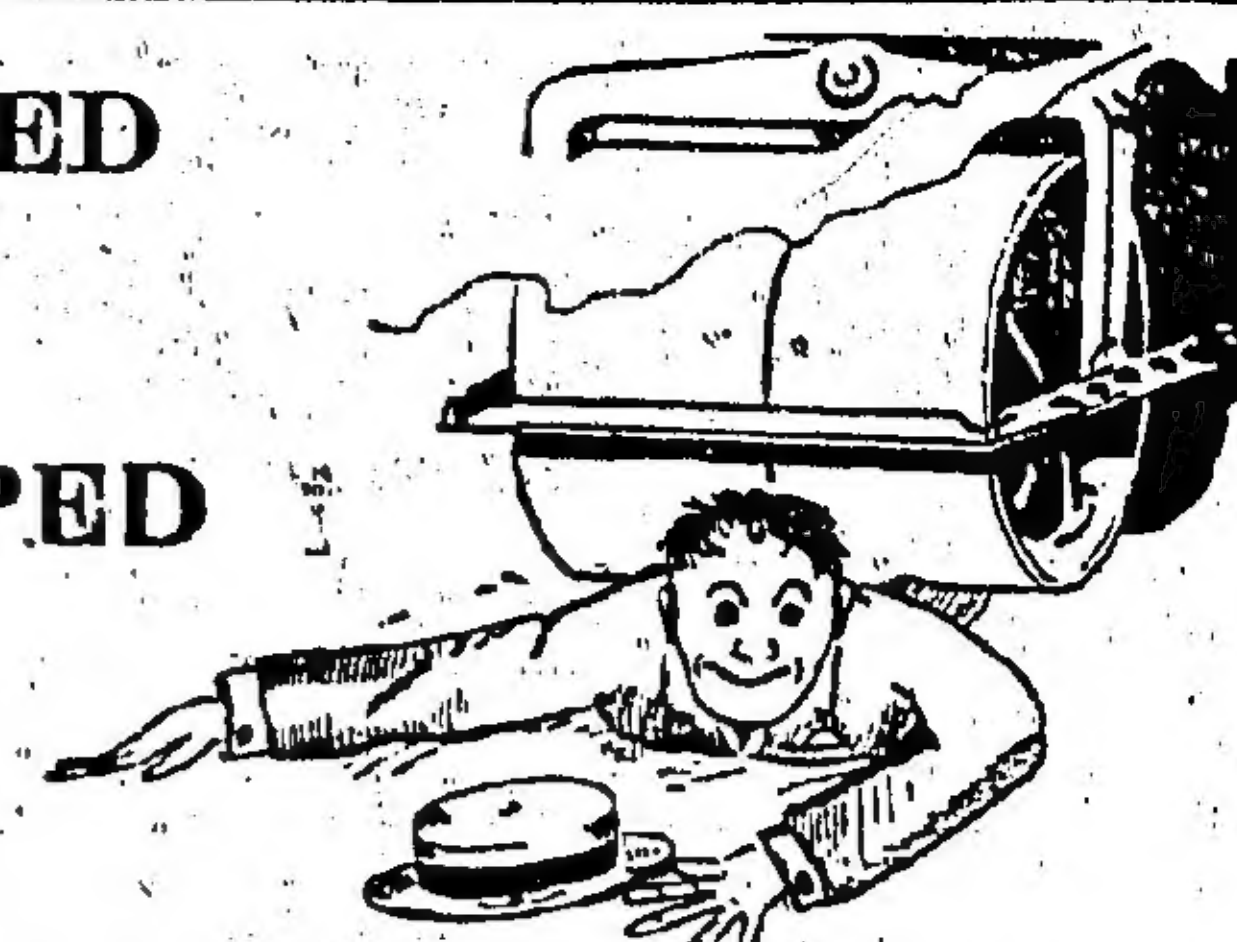
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Banks	620 b.
Canton Insurance	217½ b.
China Sugars	304 b.
Langkats (Combined)	159 b.
Kowloon Wharves	150 b.
Whampoa Docks	88 b. 80 m.
Shanghai Docks	87 b.
New Engineering	24½ b.
Humphreys Estates	12 b.
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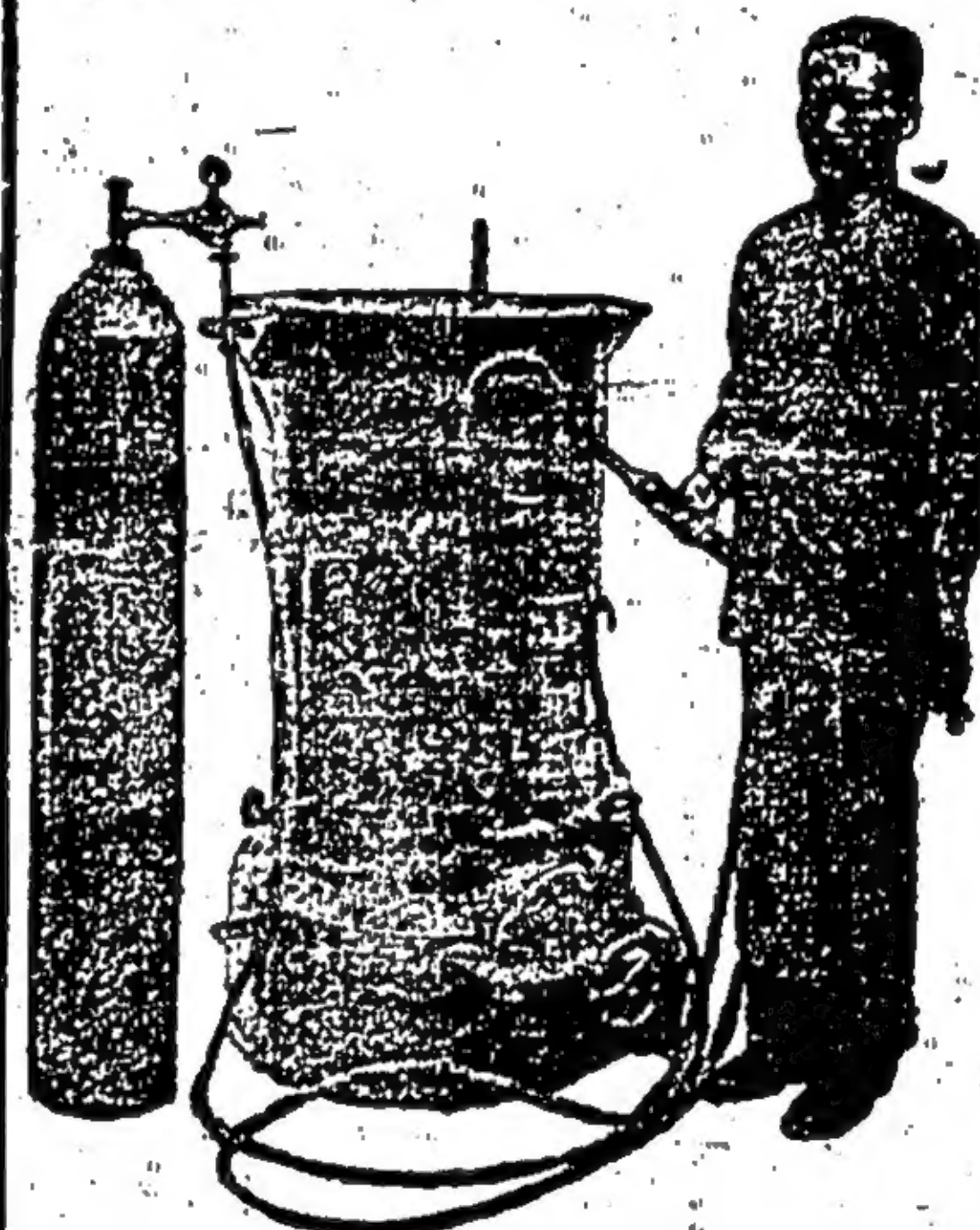
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Silk Socks in extra heavy qualities  
English make ... per pair \$7.50, \$10.50.  
Lighter make ... per pair \$2.50.

Summit Quarter size Collars in all  
Shapes ... per dozen \$7.00.

Dress Shirts with either pleated or  
stiff fronts ... each \$6.50, \$8.50.

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### A NIGHT AT SEA IN A TYPHOON. "EMPEROR OF RUSSIA" AND HER PASSENGERS. HOW THEY MET A GREAT STORM.

The following article appeared in the *N.Y.C. Daily News*, of August 16th:—  
It is the desire of most foreign residents in the Far East to be able to say they have experienced the full force of a typhoon in the open sea, and to be able, in retrospect, to dwell on the various aspects of the experience, the movements of the vessel, the magnitude of the waves, the intensity of the wind, all the accompanying noises which more than anything play the leading part, and finally the emotional state of themselves and of fellow-passengers as far as can be judged by their external behaviour.

The passengers on the *Empress of Russia* on her last trip to Shanghai are extremely fortunate in that they can now indulge in the luxury of calling attention to themselves in company, by retelling their personal experiences of a typhoon, for it was a typhoon and a very severe one. Did not the glass go down to 27.00? The chief officer said 28.01 but better informed laymen got the former figure and it was generally agreed to stick to it. But more spectacular still a life boat—a steel life boat—properly secured to the davits by the very stoutest of ropes, was swept away as neatly as anything. There was the vacant space for number 6 life boat, but the boat itself is now doubtless reposing at the bottom of the China Sea. Furniture was smashed and a wireless aerial was carried away, while cabins, though tightly shut up, were drenched with rain which seemed to get in through every crack.

SLEEP THE ELUSIVE.  
All the elements, therefore, that compose a proper typhoon were present, but it was pleasant to feel that it was the *Empress of Russia* that was the obstacle against which the Titanic forces were battling. The confidence thus inspired deprives one really of that honest feeling of having gone through it; it was only an unpleasant experience, not a terrifying one. It was difficult to sleep, for instance, for the rolling of the ship tossed one from side to side of the rather broad bed. It was possible to prevent the back against movement by pressing the back against the wall of the cabin and doubling the knees up so as to come up against the wooden board at the other side. As soon, however, as drowsiness occurred the pressure relaxed. The same thing occurred again when the hand gripped the rail above the berth, and sleep was woeed in a manner similar to that of our prehensile ancestors. The same drowsiness followed, the same relaxation of grip and the same rude awakening. Once awake, one had to endure a chorus of the most discordant sounds. There was the pounding and thudding of the ship's sides by the waves, which even the chief officer agreed were fairly big; there was the subsequent thump that runs right through the ship after each heavy impact; while there was the constant background of sound from the creaking of the fittings and the moaning, whistling and groaning of the wind. Added to this there were the spasmodic crashes of things apart, which seem to herald the end of all things.

THE TERROR OF NIGHT.  
How does the mind work on occasions like these? In the first place the physical effects are too prominent to enable one to think clearly; the rising and falling of the boat makes one light-headed though not sick. There is a feeling of leaving one's head up above, as one passenger put it. Then, of course, it depends on the frequency with which the ordeal has been encountered, or at any rate a similar ordeal, whether there is high or low degree of fear present. It is improbable that fear is entirely absent from anyone. Even the most experienced traveller at such a time is apt to neglect the negative instances of the number of times a big vessel has passed through a typhoon successfully. The continual sounding of the horn not only keeps him awake but reminds him of the remote possibility of a collision in the blinding rain. Big vessels before have left port and not been heard of again. There was the *Waratah*, and that vessel in the Bay of Bengal, and the B.I. boat off Swatow last year, and so the mind runs on the positive examples of calamity until sheer fatigue brings half-an-hour's blissful unconsciousness. Then, as luck would have it, the typhoon, which the *Empress of Russia* caused and found for us, attained its greatest violence at 1.30 a.m. Dark, it was not an adjunct to courage. It simply increased the feeling of helplessness. It increased the uncertainty of the weird unfamiliar sounds, and makes one wish the hours would pass so that the least sign of abatement of the storm might be seen. We are right-seeing, rather than sound-hearing animals, more delicate distinctions are perceived by the former sense than by the latter. Light did come and with it a feeling that the thing was over, such unobtrusive forces requiring darkness for their stage effect. At any rate there was a feeling of transition from a bad state to a less bad one—light, making the difference. Moreover, the boat had been washed away, the wireless aerial was down, and above all, the glass was going up. That was all over, the mental pressure was released.

FRIENDSHIP IN PERIL.  
And what of the emotion of others? It revealed the characteristic working of the herd instinct. As in the war, everyone became more friendly through the intensification of the group spirit owing to the presence of a common danger. So there was just perceptible that increased desire for another's society, a deeper emotional (Continued at foot of next column.)

### CRIMINAL SESSIONS.

[BEFORE THE CHIEF JUSTICE (MR. WILLIAM REES DAVIES).]

#### INDIAN YOUTH CHARGED WITH MURDER.

A young Indian watchman named Ghul Mahomed was indicted for the murder of a Chinese carpenter, by shooting him in the head with a musket.

Hon. Mr. J. H. Kemp, the Attorney-General, appeared for the prosecution, and Mr. F. C. Jenkin was counsel for the defence.

Mr. Kemp stated that the accused was one of a number of Indian Guards employed at the quarries at Quarry Bay. Each man was issued daily with a musket and ten rounds of ammunition. Their orders were that they were not to enter any nearby matchless when on duty except in the execution of their work, and they were not to carry their weapons loaded, but were only to load them in case of emergency.

The defendant was given his musket by the No. 1 guard on the morning of the 25th June together with the ammunition, preparatory to going on duty from the hour of 8 a.m. till noon. At about half past ten he went into the matchless where the deceased was at work, taking his weapon with him. There were four other men in the shed when the accused entered, but they were all hard at work and took no notice of him. However, a coolie entered just before the accused arrived, to take away some wood, and he observed that the accused was pointing his gun at the deceased. He did not think much about it, and bent down to pick up his load. As he did so he heard a shot, and looking up saw the deceased fall to the floor with blood flowing from a wound in his head. Shortly afterwards he died. The accused was then seen to be working the ejector of his musket, and to run down the hill. Mr. Hall, the clerk-in-charge of Works at the Quarries heard the shot and came on to the scene. He saw what had happened, stopped the accused, and imprisoned him with other Indian guards in the guards' matchless. He could not tell at the time who was the murderer. He then sent for the police.

The Attorney-General went on to say that there could be no doubt in this case that the shot was fired by the defendant. The wound was all scorched thus showing that the bullet entered at close range. He pointed out to the jury that it was not for the Crown necessarily to find a motive for the crime; all they had to do was to prove that the deceased was killed at the hand of the accused. He went on to say that men frequently committed murder for the very slightest motive, and in the case of Asiatics frequently from motives that it was almost beyond the European mind to grasp. It was known that there had been unpleasantness between the accused and the Indian an axo on the previous day, and also he had used a spear, which accused kept for his own use. This latter offence so angered the Indian that he complained to the head watchman about it, and asked him to speak to the deceased.

At the Magistrate's Indian made no statement, but shortly after the shooting he was heard to say that the gun went off by accident. He put it to the jury that this was hardly feasible. In the first place he had broken strict orders by going into the matchless, and then again by loading his rifle. Both were significant facts. And he was seen with the gun pointed at the deceased and at close range. All these incidents went to show that he had gone to the shed with some deliberate purpose in view. The possibility of an accident seemed remote.

Witnesses were then called. Evidence was given by an Indian police-sergeant-major, who stated that he engaged the prisoner as a watchman about a fortnight before the murder. He took the accused to be about twenty years of age. The young man told him he had been employed two years with the Queen's Police, North-west India. Mr. Jenkin: How old did you think he was?—About twenty.

Counsel: He is seventeen years of age in fact.

Witness admitted he looked seventeen.

Counsel: He produced no papers of any kind?—No.

Further cross-examined, witness said it was not the custom when engaging watchmen to enquire about men's age. "If he looks young enough we employ him."

Counsel: You entrusted him with a loaded rifle on his verbal assurance he knew how to use firearms?—Yes, he said he knew how to use them, and when we tried him out on the parade ground he seemed capable.

The case was adjourned till to-day.

### HONGKONG PHILHARMONIC SOCIETY. ANNUAL MEETING.

The annual meeting of the Hongkong Philharmonic Society was held at the Cathedral Hall yesterday evening, the Chairman, Mr. C. E. H. Beavis presiding, supported by Mr. E. J. Bullock (Hon. Secretary), Mr. E. Ralphs (Hon. Treasurer), and Mr. C. Temple Bevan (Conductor).

The Chairman expressed the hope that the Society would continue successfully during the coming year, and that their next concert would be a success. The last was not successful from a financial point of view, but this was to be accounted for by the fact that the Peak tram on that particular evening stopped running at six o'clock.

Mr. RALPHS presented the accounts, stating that they had a balance in the Bank at the present time of \$120. They had started the year with a fund of \$547, but they had lost on the concert to the extent of \$307, and this had eaten up a large proportion of the old balance. The reason for the unsatisfactory attendance was, as the Chairman had stated, because the tram stopped running early, and in addition there were other attractions fixed for the same night.

The accounts were adopted. Officers were elected as follows: Chairman, Mr. Beavis.

Hon. Secretary, Mr. S. Collett. (Mr. Bullock stated that he was unable to carry on through pressure of work).

Hon. Treasurer, Mr. E. Ralphs. Committee: Messrs. Temple Bevan (Conductor), Fieldgate, and C. Gerkin. The appointment of a pianist in the place of Mr. Eric Rice, who is absent from the Colony, was left in the hands of the committee.

It was decided to commence holding practice for the next concert on the third Monday in September, and continue them every Monday night. The date of the concert was left to the committee, but will probably be towards the end of the year.

It was further decided to raise the subscription from one dollar per annum to two dollars.

This concluded the business of the meeting.

### FERTILISERS AT CANTON.

#### DEMAND FOR SULPHATE OF AMMONIA.

In a report by the British Vice-Consul at Canton on the trade of the first quarter of the current year, he notes an interesting development in the trade of fertilisers has been the increasing demand for sulphate of ammonia during the last year or two, imports during the quarter under review amounting to 2,000 tons, a fair portion being British. For several years this fertiliser had been placed before local consumers without much success, and it is only recently that they have realised its value from the results obtained by a few farmers who have tried it.

The British maker of late has shown a regrettable tendency to ignore the requirements of this market and to insist on his product being accepted without qualification, but the one or two who study consumers' wishes and are selling their goods freely and at better prices than those of their competitors. Recently there has been a tendency on the part of United States manufacturers to under-quote British manufacturers for the supply of the ordinary grade, but the quality of their products is inferior to the British.

### A WOULD-BE QUEEN OF MONGOLIA

#### WIFE OF THE LIVING BUDDHA.

Chinese newspapers in Peking report that an enormous sensation has been caused in Outer Mongolia by the sudden death of the wife of the Living Buddha. On two occasions in the past she had tried to instigate her husband to declare his independence and to establish a monarchy in Mongolia so that her descendants might sit on the throne. At one time she made use of the Russian Red Army in the hope of bringing this about, but not meeting with the hoped-for success, she had latterly opposed the Bolsheviks. The latter are believed to have held a meeting a few days ago to consider her attitude and decided that as a disturber of the peace she must be removed. Owing to the influence of the Buddha and his wife, this could not be done openly, and it is said that they bribed her attendants to poison her. This view is apparently borne out by the fact that death occurred almost immediately she had eaten a meal.

### EASTERN TELEGRAPH WIRE- LESS STATION.

In the House of Commons on July 17th, Mr. BAKER asked the Postmaster-General if he would state the name of the company which had applied for a licence to build a high-powered wireless station in Great Britain in connection with the Empire wireless chain; would this company have the same chances of obtaining a licence as the Marconi Company, or would a certain preference be shown to the latter company owing to their having held previous licences?

Sir L. Worthington-Evans: The company in the Eastern Telegraph Company. It will have the same chance of obtaining a licence as the Marconi Company, so far as H.M. Government are concerned. The question of corresponding stations in India or the Dominions would be one for the Government concerned.

Mr. BAKER: Would it be possible for two companies at one time to work a high-powered station in the Imperial wireless chain?

Sir L. Worthington-Evans: Oh, yes.

### SALE OF CROWN LAND.

#### EIGHT LOTS ON STUBBS ROAD SOLD.

Eight lots of Crown land in Stubbs Road were sold by public auction at the Public Works Department yesterday. Only three or four Europeans were present but there was a fair attendance of Chinese, all seven lots fell to Chinese bidders. No. 1 lot, with area of 24,700 square feet, was sold to Mr. Li Hoi-tung for \$15,700. No. 2 lot, 26,500 square feet, was sold to Mr. Cheng Chiu-nam for \$16,700. The third lot, an area of 11,500 square feet, was sold to Mr. Kan Nook-wan for \$9,100. No. 4 lot, though 2,500 square feet larger than No. 3, only fetched \$900 more. The purchaser was Mr. Chan Chan-nam. For No. 5 lot, which has an area of 19,000 square feet, the price realized was \$9,700. The purchaser was Mr. Li Hoi-tung. This same gentleman also bought the next lot for \$21,500. No. 7 lot, with an area of 15,000 square feet, was purchased by Mr. Tang Hoi-on. The last lot offered was purchased by Mr. Kan Nook-wan for \$20,000. It has an area of 24,000 square feet.

### THURSDAY'S MURDER IN QUEEN'S ROAD.

#### THREE CHINESE ARRESTED.

In connection with the murder of an "unknown" Chinese in Queen's Road Central on Thursday night by three men, we understand, the police have effected the arrest of three Chinese.

The body of the murdered man has been identified by his brother-in-law and it is stated that the crime is due to a guild dispute. The deceased formerly belonged to the Medicine Workers' Guild, but severed connection with the Guild and formed a similar Guild on his own initiative. This action is said to have made him many enemies amongst his old Guild's members.

### CANTON-KOWLOON RAILWAY BANDIT OUTRAGE.

#### QUESTIONS IN PARLIAMENT.

Mr. Gershom Stewart last month in the House of Commons asked the Under-Secretary of State for Foreign Affairs whether he can give any information as to the recent attack upon the Canton-Kowloon Railway; whether the owners of the railway, including the British shareholders, are receiving the assistance of the present authorities at Canton, and whether Canton is at the moment under the Chinese republican authorities or under the followers of Sun Yat Sen?

Mr. McNeill: I have no information other than that which has appeared in the Press regarding the recent attack on the Canton-Kowloon Railway, in which no Europeans were involved. The second part of the question seems to rest on a misapprehension; there are no British shareholders, the owners of that part of the railway which runs on Chinese territory being the Chinese Government, and the obligations to British bondholders who subscribed the loan for the construction of the line have up to the present always been met. In regard to the third part of the question, the party of Sun Yat Sen are, according to the latest information received, still in power at Canton.

Mr. Stewart: Has the service on the line been restored, and are trains now running?

Mr. McNeill: I cannot say without notice.

Light-Commander Kenworthy: Is the how gentlemanly aware that trade is becoming increasingly difficult owing to the state of the railways in China, and will anything be done in the matter?

Mr. Speaker: That question does not arise.

### SHANGHAI SPORTING FAMILIES.

There have been several noted cricketing and footballing families at Home and Foreign being possibly the best known of recent years—and Shanghai also has had several. The Sports writer of the *N.Y.C. Daily News*, who says, have been the Lannings (G.F., A.E., O.V. and V.H.) and the Brands (J.A., J.K., David and R.A.). Unfortunately some of these fine sportsmen will never see again on the cricket field, but A. E. Lanning at least plays on; his appearances are rare, but that notwithstanding, he usually manages to put up a good display. He was out last Saturday for the Race Club against the Cricket Club and kept wicket in fine style, subsequently opening the Race Club's innings together with H. B. Ollerdesen. There were three Lynch cricketers in the Police who also made a name at the wickets. At the present time we have the three Ollerdesens (H.B., F.C.H. and C.E.). It is the good fortune of very few men to achieve the highest honours in so many branches of sport as Harry Ollerdesen has done. He is an international at both cricket and football and there is little doubt that at his best there is little doubt that he could have secured his place in the first-class teams in England; he ranks with the best here at lawn tennis and billiards; he once was counted one of the best baseball players, and, indeed, he seems to have done everything except find a place in a boat at Henli. His younger brothers scarcely can hope to be as good, but they are useful at many sports, and "Coco" certainly is a very fine bowler, whilst last Saturday he showed that he has a batting eye as well.

The Ollerdesens are bringing their close just now by the Madras. In Saturday's match between the Recreation Club and the Public School there were four of them playing, one for the Club and three for the school, and there is no doubt that the younger ones will benefit by the coaching of their able big brother.



# TYPHOON INCIDENTS.

## GALLANT RESCUE WORK.

### HOW MACAO FARED.

#### MESSAGES OF SYMPATHY WITH THE COLONY.

The following message was received by H.E. the Governor from Manila, at 2.25 p.m., yesterday:

His Excellency the Governor of Hongkong,  
Sincere sympathy in the losses of property and life during the recent typhoon.  
Woon, Governor-General  
To which His Excellency replied:  
His Excellency the Governor-General, Manila.  
Hongkong greatly appreciates your message of sympathy.

A message of sympathy has also been received by H.E. the Governor from H.E. Admiral Sir Arthur Leveson.

#### THE "LOONG SANG" DISASTER.

#### LIGHT SHED ON THE MYSTERY OF THE RAFT.

##### EUROPEAN BODY SIGHTED.

Hopes of any further survivors from the ill-fated *Loong Sang* sink lower and lower as time progresses. At six o'clock yesterday evening no more living beings or dead bodies had been recovered. Shortly after one o'clock in the afternoon the body of a European floating down the harbour was sighted from the Harbour Office, but it could not be found when a boat was sent out. The Water Police were immediately communicated with and they also sent out a couple of launches, but at the time of writing they had failed to find anything.

The body was some way out in mid-stream, but with the aid of glasses it was ascertained that he was a European, and that he was wearing a pair of black trousers and a khaki shirt. He was not identified.

Another blow to the hopes and fears of those ashore was dealt by the arrival of launches yesterday morning with the news that they had picked up two of the *Loong Sang's* lifeboats at Ching Lun Tai, opposite Oai Sui Mun. They were smashed to pieces, but their recovery seems to solve the mystery of the raft which people ashore swore to seeing leave the doomed vessel, but of which the captain declared in an interview he knew nothing. The boats were lashed together with rope, and between them were large tins obviously used for the sake of buoyancy. The whole was lashed together, and so formed into a raft. In this way the crew probably hoped to make the boats more buoyant, and so able to carry more people.

Naval launches and civil launches were searching all day but without success.

#### CHINESE SURVIVORS FROM THE "LOONG SANG."

On calling at the Comptroller's Department of Messrs. Jardine, Matheson & Co., yesterday afternoon, we were informed that about 14 of the Chinese crew of the s.s. *Loong Sang* had reported to the office as having been rescued at various parts of the harbour. At the present it is not possible to state the exact figure, but Messrs. Jardine, Matheson & Co. are taking statements from these men.

On Sunday the water police recovered six Chinese bodies from the harbour, four of these were wearing lifebelts and it is presumed that they belonged to the s.s. *Loong Sang*. Two of them have been identified as belonging to the vessel.

#### FUNERAL OF "LOONG SANG'S" THIRD ENGINEER.

The remains of the late Mr. Malcolm Black, third engineer on the ill-fated *Loong Sang*, were interred yesterday afternoon at Happy Valley Cemetery, the Rev. H. T. Holman officiating at the funeral service. The chief mourners were the Chief Officer of the *Loong Sang* (Mr. J. S. Masson) and Mr. J. Muirhead a friend of the deceased. Following immediately behind these two gentlemen were Capt. F. T. Wheeler (Marine Superintendent of Messrs. Jardine, Matheson & Co., Ltd.), and Mr. D. D. McMurray (Superintendent Engineer of the same firm). All the Indo-China S.N. Co. ships in port were represented at the funeral whilst the staff of Messrs. Jardine, Matheson & Co. were present in large numbers. Amongst those present were Mr. D. G. M. Bernard (Managing Director of Messrs. Jardine, Matheson & Co., Ltd.), Mr. R. Sutherland (Shipping Manager), Mr. W. Carloway, Mr. A. L. Ralston, Mr. McFarlane, Mr. A. F. Osmund, Captains Kennedy, Campbell, Kelman and Chandler.

The coffin, as it was borne from the house to the grave, was covered with the flag of the British Mercantile Marine. A large number of wreaths were sent by the officers of the Company and from the staff of the firm as well as one from Mrs. Black, the deceased's widow.

#### CAPTAIN OF THE "EGREMONT CASTLE" INTERVIEWED.

##### MORE ABOUT THE HEROIC RESCUE.

Capt. Cann of the *Egremont Castle*, was interviewed yesterday morning by a representative of the *Daily Press*. With becoming modesty he was at first loath to speak of the very gallant rescue work carried out by the *Egremont Castle*, her sister ship the *Bowen Castle*, and by the *Harsh Ping*, during the typhoon when between them they succeeded in rescuing five of the Chinese crew of the ill-fated *Loong Sang*. But when questioned as to dangerous work undertaken by the Chief Officer of the *Harsh Ping* (a German) and his own Second Officer (Mr. Stewart) he warmed to his subject and gave a brief but glowing account of their heroism, not forgetting at times to refer also to the good work done by the men of the *Bowen Castle*.

The *Egremont Castle*, he said, was lying off Stonecutters with two anchors down and steaming at full speed ahead, but the force of the wind from the N.E. was so great that it drove the ship out towards West Point in company with the other two vessels. During this time wireless communication was kept with the *Bowen Castle* and arrangements were made to have rocket lines ready in case they should be needed to rescue any person who would drift past the vessel. Whilst they were being borne towards the light buoy anchorage off West Point in the driving rain, the lookout reported a quantity of wreckage with men clinging to it being swept past. It was found impossible to use the rocket and volunteers to man a lifeboat were called for (as the Captain put it) "to make an attempt to save the poor devils from almost certain death." The Second Officer (Mr. Stewart) very gallantly offered to take charge of the boat and this, by the way, despite the fact that he had his heel smashed earlier in the morning.

The lifeboat was launched successfully and the last the anxious watchers on deck saw was that it was being driven away before the wind. It appears that the lifeboat crew struggled hard to reach two men whom they could faintly see through the blinding rain a short distance away but before they could get near they had been carried past. All this time wireless communication was being kept up between the two sister ships, and the *Bowen Castle* had also launched a boat to assist in the rescue work. This small craft was more successful than the other for partly by rowing and partly by being blown in their direction they managed to get alongside two men in the water. These with great difficulty they pulled on board, the huge waves almost upsetting the lifeboat. They were successful in getting back to the ship but the life boat of the *Egremont Castle* was not so successful, being swept towards the light buoy anchorage. Some time after their effort to rescue the first two men they came across another man and they managed to pull him into the boat, where he lay in a state of sheer exhaustion.

The *Harsh Ping* had also launched a lifeboat in charge of the German officer and he and his crew managed to reach two more men whom they saved. This lifeboat was then driven before the wind but fortunately towards the *Egremont Castle* where willing hands were waiting to secure the boat and get the rescue party and the rescued men on board. A line was thrown to the crew and the boat was secured.

Nothing further was heard by the Captain of the *Egremont Castle* as to the safety of his ship's life boat until some considerable time after the storm, when it was learnt that the boat had been picked up by a Norwegian steamer and the crew and the rescued man taken on board. On the Sunday Mr. Stewart returned to his ship where, Capt. Cann said, he is at present confined to his bunk with a very bad foot.

Capt. Cann, referring again to the experience of his vessel, said that the only thing that saved his ship from going ashore at West Point or Green Island, was the fact that the wind suddenly changed from N.E. to S.E. and the vessel was blown back towards Stonecutters. The storm then began to die down.

As to the *Loong Sang*, Capt. Cann expressed the opinion very strongly, that if there had been life saving apparatus on the *Praya* it would have been possible and highly probable that the lives of most of the crew would have been saved. As it is, he thinks it a disgrace that no such appliances are provided here.

#### CHAOS IN THE SHELTERS.

Ships arriving in the Harbour yesterday without exception reported fine weather outside. The Blue Funnel s.s. *Laurel* which came into port at six o'clock on Sunday morning brought with her three Chinese whom she had picked up from a raft off Anoy. These men belonged to a junk which had been wrecked, and reported that they were the only survivors.

The Yau-mai shelter presented a scene of chaos when the weather was at its height. Jammed as they were, junks, sampans and launches were bumping heavily together. In this way a number of junks were sunk, their sides stove in. Altogether eight fair-sized junks were sunk in the shelter, and two went ashore. A number of sampans came to grief, but fortunately there was no loss of life, excepting in the case of a small boy who was washed overboard from a junk and drowned. The grounded junks finally landed up against the south jetty wall, where they became total wrecks. In the Shaukiwan refuge things were not so bad, though here, too, about six junks were sunk, and two or three ran ashore. In both shelters a large number of boats were damaged, the estimates being about a hundred on each side of the water.

#### HOW THE PRAYA RECLAMATION FARED.

Enquiries at the Public Works Department yesterday morning showed that very little damage was done to the reclamation work in the Harbour. The Taikoktsui reclamation has suffered no damage at all, and the Praya East reclamation came off lightly. Whilst the typhoon lasted huge waves were to be seen dashing against the reclaimed land on the Praya, and washing it (or so it appeared) out to sea. This was witnessed by a number of people and gave rise to the false impression that a good deal of damage was done. A good deal of land was washed into the sea, but it was kept in the area of reclamation by the rubble bank erected for the purpose before the work was originally commenced. Thus very little harm was done. It will be remembered that the first work carried out in connection with the scheme was to dredge a channel bounding the area to be reclaimed. A foundation was then laid down, and a rubble bank erected all along. Therefore all that happened when the seas washed over the newly formed land was that the earth fell into this area, making the water shallower. This simply means that there will be less earth to fill in there later on. Soundings taken both inside and outside the area show that only some of the finer sediment in the earth escaped to sea.

#### CALLS ON THE FIRE BRIGADE.

The Government Fire Brigade at Hongkong, Kowloon and Wanchai were kept extremely busy throughout the day of the typhoon. At Kowloon Mr. Saunders and his Brigade were constantly on the run from shortly after 10 a.m. to 2.30 p.m. Each time they returned to the Station they found another call awaiting them. These calls were mainly to col-lapses. They received one call to a fire at Temple Street, Yau-mai, where the wind, after blowing in the window of a kitchen proceeded to scatter the fire in the grate all over the kitchen. The place soon got alight but the Brigade on arrival had no difficulty in quelling the outbreak.

At the Central Fire Station, Hongkong, the Superintendent (Mr. Brooks) and his men were also kept going throughout the day. On one occasion when arriving back from a fire in Connaught Road, caused by a live-wire setting fire to a verandah, Mr. Brooks and the Station Officer (Mr. Moss) found their own quarters on the fifth floor of the new temporary fire station in a state of confusion. Situated at the top of the high building, the windows of their quarters facing the sea, were exposed to the full force of the wind, as the windows were not provided with jalousie several panes of glass gave way before the fury of the gale. Through the broken window panes wind rushed and smashed big portions of the frail simplex asbestos partitions dividing the various rooms. Mr. Moss found that his bed room was practically wrecked, the wardrobe lying on its side and piles of plaster lying about. He also noted that his wife and children were missing, and in his anxiety to find them he rushed along a narrow gangway outside the building. "He was there caught by the wind and carried off his feet. Fortunately he managed to hold on to the railings and was thus saved from being blown to the bottom of the building. During this trying experience his foot was injured. Mr. Brooks and Mr. Moss later found that their wives and children had transferred to a safer place on a lower elevation in the building.

Mr. Brooks said the sea spray from the harbour was carried to the top of the building. In the afternoon the Central Fire Brigade received a call to a collapse of a matchbox at the Peak end of Stubbs Road. The Brigade set off in two motor engines intending to make the Peak by way of Stubbs Road, which they found to be blocked. They returned to Central and proceeded to the scene by way of the Peak tram. On arrival they found that the man had been extricated, and he was sent to hospital.

#### A CHIMNEY IN A BED.

A young Portuguese lady living in Lyman's Villas, Kowloon, had a narrow escape from serious injury, and probable death, on the morning of the typhoon. Feeling unwell she remained abed, but when the typhoon was about at its height she left her bed to telephone to her employers to explain her absence. She heard a crash, and returning to the bedroom found that the chimney of the adjoining house had crashed through the roof and fallen upon the vacant bed!

A very similar incident occurred at "Kenia," Mount Kellet, the residence of Mr. and Mrs. P. W. Parker, when the roof fell on to the bed a moment after Mrs. Parker had left it.

#### CAPE D'AGUILAR WIRELESS STATION WRECKED.

It is reported that Cape d'Aguilar wireless station has been wrecked by the typhoon. A call at the General Post Office during yesterday morning elicited the information that Cape d'Aguilar was out of action and had been out of action since the typhoon. The exact nature of the damage is not known, but it is said that the station has suffered severely.

In the meantime arrangements have been made with C.P.S.S. agents in Hongkong for the General Post Office to use the s.s. *Empress of Australia's* wireless service to despatch messages and a number of the radio office men were working on the *Empress* boat all yesterday.

Enquiring as to whether S.O.S. calls had been received from ships outside the port we were informed that none had been received.

#### HOW CHEUNG CHAU FARED.

The houses of European residents at Cheung Chau have sustained some damage which is particularly severe in the case of Mr. Donnelly's house, which has had all its windows and doors blown in. The back portion of Dr. Healey's house has fallen and Mr. Franklin's house has also suffered considerable damage. All the other European houses appear to have escaped lightly.

#### ABERDEEN FISHING FLEET THOUGHT TO BE SAFE.

The police at Aberdeen had received no reports yesterday as to loss of any of the fishing fleet which operates from Aberdeen. The junks apparently made Aberdeen safely before the typhoon on Saturday reached its height. Those boats which did not do so apparently took shelter to the lee of some of the islands near by. At any rate the fleet does not appear to have diminished in size and as no reports have been made it is presumed that the fleet is quite safe.

#### GLEANINGS FROM VARIOUS SOURCES.

A boatman employed on an A.P.C. lighter fell over board from the lighter in Causeway Bay during the typhoon and was drowned.

A coolie was killed by a landslide, at Wong Nei Chung, during the typhoon. Three more bodies have been recovered from the three-storied house which collapsed at No. 127, Kramer Street, Sham Shui Po. Altogether eight bodies have now been recovered from the debris.

The body of a coolie has been recovered by the police from under a collapsed matchbox at Kowloon Tsai.

A child aged 7 years was washed off a junk by typhoon waves at Ngau Shi Wan. The parents have since recovered the body.

Ten more bodies have been recovered in Shaukiwan. Five of these were picked up on the foreshore and the remaining five have been found in various parts of the districts. All the deaths are said to be due to the typhoon.

At Shatin as a family consisting of a father, mother, two sons, a daughter and a son-in-law, were rushing out of a matchbox which was about to collapse they were caught by a tidal wave and only the father and one of the sons were saved.

About 40 feet of the bund at Tai Po has been demolished by the typhoon. There are also one or two houses down in the district.

The Shekhi ferry launch *Hong Tung* was sunk off Ki O near Lingting, while towing a passenger junk. No lives were lost, and she will probably be refloated.

#### ANOTHER TYPHOON.

The Observatory gave warning yesterday at 12.45 p.m. of a typhoon in Lat. 19° N. Long. 119° E. The direction in which it was moving was unknown and its exact position was also uncertain.

Later in the afternoon the No. 1 signal was hoisted, and lighters with cargoes partly unloaded, and other small craft made for the typhoon shelters.

Later in the evening the position was given as 19° N. 118° E. moving West.

#### THE TYPHOON AT MACAO.

The typhoon did much damage among junks and sampans at Macao and it is conjectured that the loss of life must be 300 or 400.

Three Portuguese attached to the Harbour Office lost their lives by the sinking of a launch.

The aeroplane shed was demolished. A good deal of damage was done to house property and to the trees and foliage of the Colony.

Two dredgers have come to grief. The *Rotterdam* was driven against a wall near Macao-Sine. The *Peking* capsized and only two of the crew were saved. Another big dredger in the inner harbour, operating between Green Island and Chinsan wharf broke loose and smashed up a number of junks and sampans.

The armed launch *Alfonso Hugo* *Laurea* foundered with 15 of her crew on board and only one fireman was saved. The crew included three Portuguese.

A large passenger junk named the *Shakki-to*, which is said to have had about 400 passengers on board, foundered. The launch *Colonne*, carrying over 100 survivors on nearby islands, but scores of people are missing. There is no news of another large passenger junk named the *Konimoon-to* and it is feared that she is lost, which would mean another large addition to the death roll.

A very large number of houses have collapsed in Macao, but the facade of the old Church of St. Paulo which has been standing on an elevated site since the Church was destroyed by fire thirty or forty years ago weathered the typhoon successfully.

The calk upon the firemen were so numerous that they could not attend them all. Troops came out to assist in rescue work late in the afternoon.

The inner harbour is blocked with sunken junks and launches.

The Harbour improvement works have suffered considerably.

# NEW SEASON'S TEAS

Ceylon Orange Pekoe (full flavour)	.. per lb. \$1.10
Breakfast Blend (strong, rich flavour)	.. 1.00
Foochow, Cumsaw Blend (choice quality)	.. 90
Hankow, Pare China (very choice)	.. 1.00

## Teas sent to England

(Including Postage & Duty)

Ceylon	.. 5 lb. box \$10.50
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Hankow	.. 5 " 13.50

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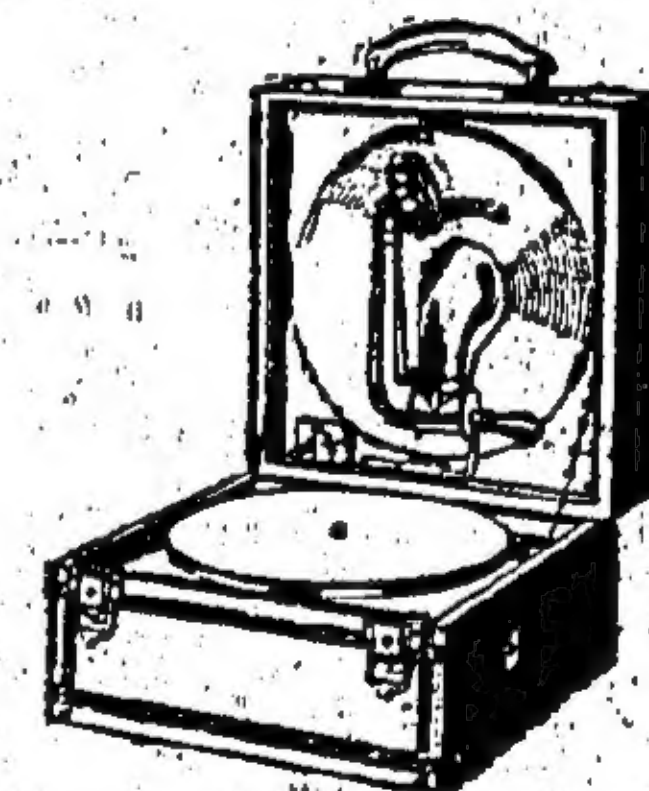
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ASSORTMENT OF CHILDREN'S WEAR

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JUST RECEIVED.  
SIZES - 3, 4, 5, 6, ONLY



## NEW ADVERTISEMENTS

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NOTICE IS HEREBY GIVEN that the Original Delivery Order No. 1498 dated 1st August, 1923 on the HONGKONG and KOWLOON WHARF and GODOWN CO., LTD. in favour of Messrs. HARRY WICKING & CO. is said to have been LOST and is therefore declared null and void.

DODWELL & CO., LTD.  
Agents, Lloyd Trieste S.N. Co.  
[1190]

## NOTICE

OWING to considerable damage during the Typhoon at the Works of the STEAM LAUNDRY Co., the Management beg to announce to their numerous customers that LAUNDRY DELIVERIES WILL BE DELAYED.

THE STEAM LAUNDRY CO.  
YACHTS  
August, 18th [1197]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 2814 for 30 Shares numbered 5393 to 5395; Certificate No. 4917 for 25 Shares numbered 9881 to 9885; and Certificate No. 4920 for 5 Shares numbered 2403 to 2410 all registered in the Name of GEORGE BOYES have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 15th DAY OF SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 15th August, 1923. [1175]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1.00) per Share for account 1923 will be payable on THURSDAY, the 23rd AUGUST, 1923.  
Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.  
The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 14th AUGUST, 1923, to THURSDAY, the 23rd AUGUST, 1923, both days inclusive.  
SHEWAN TOMES & CO.,  
General Managers.  
[1146]

THE KOWLOON HOTEL  
HANKOW ROAD.

OPENING 1st SEPTEMBER.

FIRST Class and Most Up-to-date Residential and Tourist Hotel. Six Stories of Commodious Large and Airy Rooms with every Modern Appliance. Elevator to Every Floor and to Roof Garden. Hot and Cold Water, Electric Lights, Fans and Bells throughout. Exceptionally Well Ventilated Bar and Billiard Room. Moderate tariff and most Excellent Cuisine supervised by Experienced Chef. Monthly and Family Rates can be arranged at Most Reasonable Terms.  
For Terms, apply to  
Mrs. J. J. BLAKE,  
Manageress.  
[1119]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "SRI" WORKS, Benson-square (H.P.), Calcutta (India). [1195]

FURNISHED HOUSE TO LET.

TO BE LET, Furnished, from the 1st November for 8 months or possibly longer, a FIVE-ROOMED HOUSE on BARKER ROAD, PEAK, close to Tram Station, with Tennis Court and Garden.  
Apply Box B.C.D., c/o Hongkong Daily Press. [1179]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.,  
SHARE AND LAND BROKERS.

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2nd Floor.  
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## INTIMATIONS

S.S. "ANDRE LERON."

SERVICES CONTRACTUALS DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from MARSEILLE, LERS, etc., in connection with above Steamers are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd instant, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 27th instant or they will not be recognized.  
All damaged packages will be examined on Thursday, the 23rd instant, at 10 a.m., by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
R. RODENFUSER,  
Acting Agent.  
Hongkong, 25th August, 1923. [1188]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENROCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 10 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.  
Agents.  
Hongkong, 14th August, 1923. [1170]

## NOTICE TO CONSIGNEES.

The Steamship "BOWEN CASTLE."  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 17th inst.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & CO., LTD.  
Agents.  
Hongkong, 17th August, 1922. [1182]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"ALIPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on THURSDAY, the 23rd August, taking Cargo for the above Ports.  
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.  
Parcels will be received at the Office up to 5 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, 16th August, 1923. [1169]

## TO LET.

OFFICES IN UNION BUILDING—Four Rooms on Fifth Floor.

Apply  
UNION INSURANCE SOCIETY OF CANTON, LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—XS, and No. 1150, 970.

TO LET—TWO OFFICE ROOMS Centrally situated. P. O. Box 259. [1121]

TO LET—EUROPEAN FLATS in Lee Building, Wan-chai Gap Road. Apply to 32 Kennedy Road. [1186]

## INTIMATIONS

NOTICE OF REMOVAL.

THE Office of the "HONGKONG DAILY PRESS" have been removed to 14, CHATER ROAD (2nd floor), to which Address all Correspondence should be directed.  
Hongkong, 16th July, 1923.

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Banque de Paris et des Pays-Bas.  
LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.  
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SAN FRANCISCO: The Crocker National Bank of San Francisco.

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spectacle glasses is of the greatest importance," writes Dr. C. Hartridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located at 53, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—Adv.

## INTIMATION

JOHN DEWAR & SONS, LTD.  
PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

"WHITE LABEL"

FINEST SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

THE VICTORIA VAT

The very finest old SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

SOLE AGENTS—  
A. S. WATSON & CO., LTD.,  
Wine & Spirit Merchants.

PHONE 616.

BIRTH.  
TURNER.—At Shanghai, on August 12th, to Mr. and Mrs. M. TURNER, a daughter.

MARRIAGES.  
CONINGS.—At Charleroi, Belgium, on August 12th, DENIS CONINGS, of Tongshan K.M. Mines, to MALVINA HAAS, youngest daughter of Mr. and Mrs. A. HAAS, of Shanghai.

DEATHS.  
FRASER.—At Hongkong, on August 17th, JOHN ALEXANDER, son of Mr. THOMAS FRASER, of Leith, Scotland, to GLADYS MAUDE, daughter of Mr. and Mrs. JOHN TURNER, of Great Barr, Wallall, England. [1189]

HYATT.—At Lungkou, Patku, on August 15th, the dearly beloved wife of J. HYATT, Customs.

PETTERSON.—At Shanghai, on August 14th, HENNING AUGUSTUS PETTERSON, into Chinese Maritime Customs, aged 50 years.

SCHMIDT.—At Duxbury, Mass., U.S.A., HENRY, the beloved husband of MADON SCHMIDT. (By cable to Shanghai).

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 21st, 1923.

THE CANTON-KOWLOON RAILWAY.

It is many years ago that Mr. GERSHON STEWART retired from business in Hongkong and sought a new occupation in the House of Commons, but while he was here he took a very active and, as Chairman of the China Association, a prominent part in pressing for the building of the Canton-Kowloon Railway. He might, therefore, be expected to be well acquainted with the details of the ownership of the railway, and when he asked in the House of Commons last month in reference to the recent landit outrage on the line (vide a paragraph in another column) whether the owners of this railway, "including the British shareholders," were receiving the assistance of the present authorities at Canton, he presumably had in mind the ownership of the British section. The Under-Secretary

for Foreign Affairs, however, assumed that Mr. STEWART was under a misapprehension, and replied that "there are no British shareholders." In the ordinary sense of the term that is so, but Mr. STEWART knows the position so well, that it is evident to readers here that he used the term "British shareholders" rather in the sense of British partnership, for the British and the Chinese sections are largely inter-dependent, and any act which destroys confidence in the safety of travel on one section affects adversely the financial returns of the other, as, of course, does the interruption of service on any one section. These interruptions on the Canton section have been frequent enough during the past twelve months to adversely affect the revenues of both sections of the line, and, on that score, the taxpayers of Hongkong have a cause of complaint against the Canton Authorities, if not a claim for compensation. It may be that Mr. STEWART when writing out his question wrote, by a *typo* *error*, "British shareholders" instead of "British bondholders," having in his mind the British loan with which the Canton section of the line was built. We referred to this aspect of the matter in this column at the time of the outrage, and mentioned that the British bondholders had a wider security than the revenues of the railway. Mr. McNEILL, we observe, states in his reply to Mr. STEWART's question that "the obligations to British bondholders who subscribed to the loan for the construction of the line have up to the present always been met." So long as that continues to be the case the British bondholders have no need to concern themselves very much as to how the Chinese run the railway; but the Colony of Hongkong, which owns the section of the line running through British territory, is concerned. The service of through express trains has been suspended now for several months and, as we have remarked, any interruption or curtailment of the through service affects the revenues of the British partnership.

## SINGAPORE IN PARLIAMENT.

Singapore continues to force its way to the front as a kind of white elephant of naval extravagance in the discussions in Parliament on the Admiralty scheme for a naval base in the Far East. It is unfortunate in some respects that the question has been mixed up with considerations of British air policy. The general argument is that we cannot afford to spend money at Singapore and, on aviation too. In order to strengthen their case, the advocates of vigorous air measures have chosen to represent the Singapore proposal as a wicked waste of taxpayers' money. "Why not spend ten millions on aviation," they ask, "instead of sinking it in the mud at Singapore?" The Labour Party are of this way of thinking. Then there is the band of critics who have satisfied themselves that the day of the big battleship as a complete fighting unit has gone for ever. The submarine has made the battleship obsolete. There are also the people who in simple faith pin their belief to the League of Nations, when the war drum is to beat no longer and the battleflags of all countries will be furled. They contend that the Singapore proposal is a breach of the spirit, if not of the letter, of the Washington Agreement, and a threat to Japan. On any one of these lines of argument there is ample material for discussion, and the speeches that have been made during the last two months in both Houses of Parliament have provided interesting reading. But, when all is said, the discussions have been mainly academic. It will require more than clever word-spinning to turn the Admiralty from the policy that has been deliberately adopted with regard to Singapore. The blue water school are supreme, and they believe in the battleship. The economists, who are always with us in these days, carry no weight in this matter; and as to the apostles of the League of Nations, they are beating the air when they tell us that another war is unlikely, or that if war is threatened the League will function to avert hostilities. We therefore come back to this point, which was made perfectly plain in the debate last month in the House of Lords, that in the considered opinion of the British Admiralty the Singapore naval base is absolutely necessary for the safety of the British Empire. When this is said, as it has been said quite positively, everything has been stated that matters so far as public opinion in Great Britain is concerned. Moreover, the opponents of the Singapore scheme would seem to have no body of opinion behind them. None of the responsible newspapers are on their side.

In this matter the people are content to trust the Government. The only question about which there has been some serious comment is to the effect that in the contemplated expenditure on naval and air estimates, respectively, the amount was disproportionate; but as regards this the Government have given adequate assurances that there is no ground for supposing the requirements of the Air Force will be neglected. Sufficient money will be provided to maintain the Force, so that it will be equal to any call that may be made upon it whenever the emergency arises. The R.A.F. is not to be starved in order to build a base at Singapore.

Cable communication with Macao is interrupted.

Mr. E. A. Gilmore, Vice-Governor of the Philippine Islands, arrived in the Colony yesterday on the *Tungo Maru*.

The latest additions to the list of authorised architects are Mr. A. J. Lane, Mr. J. L. Adams and Mr. Lu Tak-chung.

The late Mr. Douglas Jones, formerly of the Union Insurance Society of Canton, at Hongkong, Hodderdon, Herts, left estate of the gross value of £181,137 (net personality £817,045).

Mr. W. Russell Brown, H.B.M. Acting Consul-General at Tientsin, has received notice of his promotion to the rank of full Consul as from December 10th last. On the return of Mr. Ker from home leave, Mr. Brown will be appointed to his higher post at some other port. Mr. Brown has been in the Consular Service for nearly 23 years.

Colonel C. W. R. St. John, late R.E., who at one time was in command of the Royal Engineers in Hongkong, died in India where he was on a visit to his son, Major Oliver St. John, R.A. Colonel St. John, since his retirement had devoted his energies to Church work, and, besides other positions, was on the committee of the China Inland Missions.

The British Vice-Consul at Canton notes that imports of raw rubber have shown a steady increase, amounting now to about 40 tons per month. The rubber is used in the manufacture of surgical instruments and in the rubber sole factories. The principal sole factory turns out 1,500 pairs of soles daily and is to be enlarged. There are a number of other factories producing a cheaper but inferior article.

A good story used to be told of Sir Henry Howarth, whose death was recently announced, against himself. He was asked to take in at a private dinner a gushing lady, who declared that she was so charmed to meet him, because she wished to talk to him about her little dog. "But I know nothing about dogs," he protested. "Oh, Sir Henry, how can you say so," she said, "when you have written books about them?" "Never, madam," he said. "But surely," she replied, "you have written 'The History of the Mongrels'?" "Mongrels, madam," he said, stiffly.

Though a second edition of the *Hongkong Daily Press* was printed yesterday morning when it was found that the first was so speedily exhausted, it proved entirely inadequate to the demand. We regret to have disappointed so many applicants, but desire to mention that the entire report with the supplementary accounts which we publish to-day will be reprinted in the *Hongkong Weekly Press* which will be published on Saturday next for the Home mail. We would be glad if intending purchasers would send in orders in advance to the *Daily Press* office, 14, Chater Road, so that disappointments may be avoided.

The death occurred on July 2nd in England of Colonel Arthur Williamson Alagar Pollock, a gentleman well-known to many people in Shanghai, especially those of the Municipal Police Force. His connection with Shanghai consisted in the fact that since 1911, in conjunction with Mr. Charles Mayne, formerly Municipal Engineer, he had assisted in the selection of recruits engaged in England for service with the Police. In such capacity he did splendid work, and the community, the *N.C. Daily News* says, has to thank him for the choice of so many able officers now in the service. From the time mentioned he had personally interviewed practically every recruit, and accordingly his name is well-known in local circles.

The list issued in July of successful candidates for the degrees of M.B. and Ch.B. of the University of Edinburgh includes the names of Frank Blacklock Thomson and Elsie Thomson, son and daughter of Dr. J. C. Thomson, formerly of the Hongkong Government Medical Service. Dr. Thomson's elder daughter, Miss Ruby Thomson, M.B., Ch.B., D.P.H., also a graduate of Edinburgh University, is Assistant Medical Officer of Health of the Borough of Fulham, London, so that the whole family, all of whom were born in Hongkong, are now qualified medical practitioners. Dr. Frank served in the Royal Artillery throughout the War, and saw much active service on the French front; after the Armistice he retired with the rank of Captain. Dr. Elsie is also a Registered Nurse and a Member of the College of Nursing; and she served as a nurse during the War.



## CABLES.

LATEST CABLES.  
(THROUGH ROUTE'S AGENCY.)

## RUSSIA'S INDUSTRIAL EXHIBITION.

## A SYMBOL OF UNION AMONG EASTERN NATIONS.

Moscow, August 19th.

The opening of the Industrial Exhibition of the Alliance of Soviet Republics, was in the nature of a solemn public ceremony. There were many congratulatory speeches and demonstrations of enthusiasm.

Two hundred and fifty foreign firms are participating in the exhibition, which is divided into one hundred and fifteen sections and occupies an open air site covering two hundred acres on the right bank of the Moskva adjoining Neskouchni Park, on the outskirts of the city.

M. Chicherin, who was loudly acclaimed, dwelt on the international importance of the exhibition.

He was followed by M. Krassin, who emphasised the economic consequences which might be expected as a result of Russia's "capacity for self-help."

All the foreign representatives were present, and the Chinese delegates presented a banner to the exhibition as a symbol of union among the Eastern Peoples.

The ceremony concluded with the singing of the International Hymn by the crowd, who were bareheaded.

DISASTROUS FIRES IN FRANCE.  
WHOLE OF VAR COAST DEVASTATED.

PARIS, August 19th.

Great forest fires have devastated the whole of the Var Coast, burning down several villages and causing the inhabitants to flee to Cannes.

Crops have been completely destroyed, and the Thermal Station, the Race Course at Mandelieu and the Cannes Golf Club have also been destroyed. One woman and two children have been bumped to death.

## TROOPS AS FIRE FIGHTERS.

Troops were called out at Nier, Grasse, Antibes and Straphael to fight the flames. The fires were overcome eventually through the wind changing just as the flames reached the cemetery on the outskirts of Mandelieu.

FIRE IN CANADIAN HOTEL.  
GUESTS ESCAPE IN THEIR NIGHT CLOTHES.

TORONTO, August 19th.

Two persons were killed, seven are missing and twenty-five have been injured in a fire which destroyed the Wawa Hotel, Lake Bays, Muskoka, Ontario. Nearly all of the three-hundred guests fled in their night clothes.

## FRANCO-RUSSIAN POLITICAL INTERVIEW.

Moscow, August 19th.

A French Senator, M. De Monzi, has interviewed M. Chicherin, M. Kameneff and M. Krassin.

## WELSH STEEL AND TIN PLATE INDUSTRY.

## GROVESEND COMPANY PURCHASES THREE PLANTS.

London, August 19th.

The Grovesend Steel and Tin Plate Company, at Gorseion near Swansea, have purchased the Dyffryn Steel and Tin Plate Works, the Mardy Tin Plate Works and the Dynevor Tin Plate Works. The deal involves £200,000.

The Grovesend Company will now own three steelworks, fifty-four tin plate mills and twenty-two sheet mills.

## LATEST CABLES.

## DOCKERS' STRIKE ENDED.

London, August 19th.

The dockers' strike has ended, following meetings of the strikers in London deciding to resume work on Tuesday.

## LATEST CABLES.

## IRISH ELECTIONS.

## THREE HUNDRED AND EIGHTY NOMINATIONS.

London, August 19th.

The nominations for the Irish Free State Elections show approximately 380 candidates.

The Labourites are well represented, while there is a likelihood of some Ministers failing to gain re-election. Many Republican candidates are on the run, including the chief Republican candidate for North Mayo, Patrick Rutledge, who was acting president for De Valera.

Mr. Cosgrave has declared that the Government is endeavouring to arrest Rutledge.

There are several women candidates, chiefly Republican. Many priests are signing nomination papers for candidates of either of the principal parties.

## EARLIER CABLES.

## MR. COSGRAVE'S CAMPAIGN.

London, August 19th.

Mr. Cosgrave, this afternoon, addressed a meeting at Ennis, the scene of De Valera's arrest, but there was no incident.

Subsequently, Mr. Cosgrave flew in a military aeroplane to Carlow to address his constituents.

The flight, which was Mr. Cosgrave's first, is regarded by the Clare electors as a venturesome piece of excellent electioneering and a good advertisement for the Irish Air Force.

GERMAN REPARATIONS.  
POINCARÉ'S FRIENDLY TONE.

PARIS, August 19th.

A more friendly tone was manifested by Premier Poincaré in a speech delivered at the unveiling of the war memorial at Charleville.

Premier Poincaré declared that France would make every effort to bring her policy near that of all the Allies, and would always be ready to seek with them any alleviation that united action might bring to their sufferings.

Premier Poincaré said that nations, like individuals, realised the necessity for uniting. Great moral crises were better than uneasiness or convalescence, and although union had now saved the lives of the Allies, it was still not useless.

Premier Poincaré concluded by denying that the Ruhr was responsible for unemployment in Great Britain, which had improved since last year, and he deprecated indulging in controversies like the legality of occupation; he preferred to seek a practical solution of the problems in which all were interested.

## AUSTRALIAN TENNIS PLAYERS.

## LIKELY TO VISIT JAPAN.

Sydney, August 19th.

The secretary of the Australian Lawn Tennis Association says he believes that the Australian Council will be only too pleased to accede to the Japanese desire for members of the Australian Davis Cup team to visit Japan on their way home.

## THE PENALTY OF BEING GREAT.

The following Associated Press radio messages are taken from the Manila papers:

New York, August 19th.—President and Mrs. Coolidge arrived here at 6.15 this afternoon en route to Washington. They rode on a freight elevator in Grand Central station to avoid the crowds.

Washington, August 19th.—President Coolidge arose at eight o'clock this morning and began Friday's work as Chief Executive. He ate his usual breakfast of cereal and coffee at the hotel suite, and then called for Secretary Edward T. Clark.

Friends of President Coolidge say he is "as plain as an old shoe," while for Mrs. Coolidge is reserved the title of being one of the best housewives of New England. She is a good cook, and it is predicted she will resume the practice of doing the marketing and shopping. She will supervise the menus of the White House, probably cooking some of the President's favourite dishes.

She is tall and graceful with black hair and blue eyes, is a good mixer socially, and plays the piano accompanying her two sons who play stringed instruments.

## FAR EASTERN CABLE NEWS.

(THROUGH ROUTE'S AGENCY.)

## NEWS OF MR. WEATHERS' ESCAPE CONFIRMED.

PEKING, August 20th.

The news of Mr. Weather's escape has been confirmed. He arrived at Pichuan on August 13th and left there for Tali on the 15th.

## DISASTROUS STORM IN SEOUL.

300 DEAD; OVER 1,000 MISSING.

Tokyo, August 20th.

Advices from Seoul state that the storm mentioned on August 15th resulted in 340 persons being killed. Over a thousand are missing, and extensive damage has been done to houses and other property.

JAPANESE PREMIER ILL.  
HIS RESIGNATION EXPECTED.

Tokyo, August 20th.

While his condition is not considered dangerous, the Premier (Viscount Koriyoshi Takahashi) is stated to be extremely ill, and his resignation is believed to be imminent.

## SOLUTION OF CHINA'S TROUBLES.

APPEAL TO LEAGUE OF NATIONS SUGGESTED.

London, August 19th.

A Daily News correspondent, Mr. Wilson Harris, in an examination of the situation in China, suggests that she should approach the League of Nations to bring about a solution of her trouble.

He points out that, as a member of the League of Nations Council and Assembly, she would be like a man who is commissioning a firm, of which he himself is a shareholder and director, to build his house. He points to the League's services in connection with Austria, and says it must be clear to Dr. Wellington Koo that unless China can take the initiative in putting her own house in order, some form of foreign intervention is imminently threatened.

## KIANGSU-CHEKIANG TROUBLES.

AGREEMENT CONCLUDED.

SHANGHAI, August 19th.

The authorities in Kiangsu and Chekiang have concluded an agreement as follows:

I.—In compliance with the wishes of the people, the said authorities agree to avoid any political movement which may lead to military action.

II.—The authorities in the provinces agree to prevent outside armies from entering their provinces, and also to give each other their moral support.

III.—The Commissioner of Foreign Affairs at Shanghai will be instructed to notify the Consuls to this effect, and to request them to prevent political questions which may lead to military action or disturb the public.

## SMALL POX IN ENGLAND.

## DANGER OF ANTI-VACCINATION PROPAGANDA.

The Minister of Health in a speech in the House of Commons last month said:

In 1917 there were only 7 cases of small-pox in the country, but in 1922 there were more than 970 cases; and this year, up to June 16th, we have had already 955 cases. The disease has occasionally been mistaken for chicken-pox; but I do not think that experts and those who have had most experience of the actual disease have ever been in doubt recently as to what the true disease was from which people have been suffering.

I think it is my duty to speak plainly on this matter. I consider that the situation is distinctly serious. Twenty years ago 75 per cent. of infants born were vaccinated; to-day only 38 per cent. are vaccinated.

In appears to me there is a possibility of our being faced with the outbreak of an epidemic, which would not only be dangerous to health, and even perhaps to life, but which certainly would inflict very serious damage and injury on the commerce of the country.

I am watching the situation with close attention. In the meantime, I desire to emphasise as strongly as I can that the one sure protection against small-pox is vaccination, and that those who not only refuse to be vaccinated themselves, but who are taking upon themselves a very grave responsibility, for which they will one day be called to account at the bar of public opinion.

Sir Walter Preston asked what steps the Ministry of Health proposed to take to prevent the real of the country suffering from the results of the folly of the people of Gloucester. A doctor and a J.P. had issued a letter advising the people of Gloucester that the epidemic was chicken-pox and urging them not to go to the hospital provided. Sir Walter suggested that the advisability of retaining this gentleman as a magistrate ought to receive the attention of the Government.

## COMPANY MEETING.

## THE P. AND O. BANKING CORPORATION.

## SUBSTANTIAL PROGRESS.

LORD INCHEAPE'S VIEW.

The Third Ordinary Meeting of shareholders of the P. and O. Banking Corporation, Limited, was held on July 13th at 122, Leadenhall-street, E.C.

The Right Hon. Lord Inchcape, G.C.M.G., K.C.S.I., K.C.I.E. (chairman), presided.

The Secretary (Mr. H. J. Rolt) having read the notice convening the meeting and the auditors' report,

The Chairman said: Gentlemen.—The report and accounts have been in the hands of the shareholders for several days, and I presume that it is your wish that they should be taken as read.

In the first place, I would like to refer to the loss the bank has sustained in the death of two of its directors, Sir Richard Vassar-Smith in August of last year, and Sir Duncan Carmichael only a few days ago. Both of them were valued colleagues, who took a deep interest in the bank's concerns. Sir Richard Vassar-Smith has been succeeded by Lord Selborne, who is a director of Lloyds Bank, of which Sir Richard was chairman.

Practically all items in the balance-sheet show a substantial expansion. The total balance-sheet figures have risen from approximately £13,000,000 to £22,500,000, a gratifying feature being the rise of £4,000,000 in the current deposit, and other accounts, which now stand at over £10,000,000, as against £6,316,000 a year ago.

## VERY STRONG CASH POSITION.

Our cash position is very strong indeed and nobody, I am sure, will cavil at the large liquid balances of nearly £5,000,000, representing about 50 per cent. of our demand liabilities, which we have thought it necessary, even at the expense of profits, to retain in these days of uncertainty.

Another feature which I am sure you will be glad to note is the item of bills discounted, which shows a substantial increase to over £4,500,000, and which includes such liquid assets as £2,630,000 in British and Indian Government Treasury Bills.

Our securities, save for the permanent investment in the Allahabad Bank, are all British and Indian Government securities. The decrease in our advances to customers, which stand at £2,850,000, as against £3,400,758 a year ago, reflects the depression in trade.

The year's operations have been carried on in somewhat difficult circumstances. Trade has not been prosperous, rates for money have been low, and we have had our troubles, like all other commercial undertakings. We have also been carrying a load of new development, having opened in the first three years of our existence eight branches in the East, which have involved quite substantial expenditure incidental to their opening, and cannot be expected at once to contribute their quota to the profits of the bank as a whole.

## THE RUPEE.

I have been asked by one or two of our shareholders to make some reference to the rate of 2s., which we have adopted for the valuation of our current rupee assets and liabilities.

Some conventional valuation has to be adopted for the purpose of bringing to account our assets and liabilities in Eastern currencies, and, really, it is immaterial what this conventional rate is so long as it is not applied to any assets and liabilities which are affected by exchange.

So far as rupees are concerned, we adopted the 2s. rate because at the time we came into existence that was the official rate, and we have maintained it because it is still the official rate. But, of course, this rate is not the rate at which we have converted our profit and loss items, which are brought to account at the rate ruling at the close of our financial year. So also have the rupee securities been valued at the rate prevailing on March 31st, as the auditors' report makes clear. In fact, all items in the balance-sheet affected by exchange are valued at the rate current on March 31st, and, indeed, the funds remitted towards the purchase of our premises in Bombay have been valued at the rate at which they were remitted, which was below 1s. 4d.

Our permanent investment in the Allahabad Bank stands at the purchase price, and this was remitted to India at about 1s. 5d. per rupee. The investment has not been written up or written down. Despite the financial trouble which India has gone through, the Allahabad Bank has held its own, and both as regards staff and the advantage of having an affiliated bank with branches all over India, it has proved a valuable connection for the P. and O. Bank, and so far as we can see, this will prove even more valuable in the future.

## RESULT OF YEAR'S WORKING.

The result of the year's working shows a profit of £139,388, which, together with the amount brought forward from last year of £14,042, gives £153,430 to be dealt with.

We propose to pay the same dividend as last year—viz., 5 per cent., less income-tax—but as the effective rate for tax deduction is reduced to 4s. 11d. by reason of Colonial relief, this dividend will cost £14,000 more than last year, leaving us in a position to place £25,000 to reserve, thereby bringing that fund up to £115,000, and to carry forward £15,170, as against £14,042 a year ago.

Our new premises in London are nearing completion, and are already partly occupied. When they are finished, our managers and staff will be comfortably housed, and there will be ample accommodation for the public. We have succeeded in securing efficient managers and a good staff at our various branches abroad, and you will, I am sure, join with me in acknowledging that the results which are reported to-day reflect credit on all our managers and staff at home and abroad. (Hear, hear.)

The board's policy is one of prudence. We intend to go cautiously, avoiding risks as far as possible, gradually working up what we hope will be a sound and lucrative business, building up our reserves instead of distributing up to the hilt, and in this course I feel confident we shall have the support of our shareholders.

## IMPORTANCE OF EUROPEAN SETTLEMENT.

The Continent of Europe before the war was India's best customer, and until things are settled there—as we hope by the influence of the Prime Minister and his Majesty's Government that may be within a reasonable time—the trade of India and of this country and of the world generally will not get back to normal conditions. (Hear, hear.)

In my humble judgment this country will gain far more by a settled Europe than by anything in the way of reparations which we are likely to get from Germany. (Hear, hear.) I spent some months in India recently, and came away with a misgivings as to that country's position. Very considerable economies have been or are in course of being effected in the expenditure, and the budget for the current year will balance, which has not been the case for the previous five years. The credit of India has been restored, and I am not without hope that, barring some failure of the monsoon, the days of deficits are past.

Lord Reading, the Viceroy, with the aid of Lord Rawlinson, the Commander-in-Chief, is ruling India with a firm hand; steps have been taken which, so far as one can see, will secure the country from any serious attack by the barbarous tribes on our frontier, and at the same time will admit of a very material reduction in the military expenditure.

There are laudable aspirations on the part of the educated classes in India for a greater share in the Government of the country, and though these may be met in the course of time, I feel perfectly certain that nothing will ever be allowed to interfere with the supremacy of the British Raj in India. (Hear, hear.)

I have no fear as to the future of our great Dependency.

I shall be very glad to answer any questions that the shareholders may desire to put to me before I move the resolution. If there are no questions, I will move, "That the directors' report and statement of accounts for the twelve months ending March 31st, 1923, be and the same are hereby adopted."

Mr. A. K. Wright, C.B.E., D.L.: I have much pleasure in seconding the motion. The resolution was carried unanimously.

## THE DIVIDEND.

The Chairman: I beg to propose: "That a dividend of 5 per cent. per annum, less income-tax at 4s. 11d., on 250,410 shares be and the same is hereby declared payable on July 30th, 1923, to the members who were on the London and Bombay registers of the Corporation, respectively, on July 6th, 1923."

The Right Hon. the Earl of Selborne, K.G., G.C.M.G., seconded the resolution, which was carried unanimously.

The Chairman: I beg to propose: "That the retiring directors—namely, Francis Alexander Johnston, Esq., James Mackenzie, Esq., the Right Hon. the Earl of Selborne, K.G., G.C.M.G., M. M. S. Gubbay, Esq., C.S.I., C.I.E., be and the same are hereby re-elected directors of the Corporation."

Sir Montagu C. Turner seconded the motion, and it was unanimously adopted.

Mr. F. Ritchie: I beg to propose: "That Messrs. W. B. Peat and Co. be re-elected auditors of the Corporation to hold office until the next annual general meeting, and that they be paid an annual fee of £300, for the audit of the Corporation's accounts."

Mr. F. White seconded the resolution, and it was carried.

## VOTE OF THANKS.

Mr. Norman McLeod: Gentlemen.—It is my very pleasant duty to propose a vote of thanks to our chairman. The virtues of Lord Inchcape are so well known and world-wide that it is quite unnecessary for me to reiterate though I fully endorse them. It is quite possible that some shareholders may have expected substantial progress in the bank, but we who have any connection with India know how difficult the time under review has been and are satisfied to look with confidence to the future. We have known Lord Inchcape for a long time in his successful career, and we have no doubt that under his guidance the P. and O. Bank will be equally successful and flourish. I have therefore to ask that you will accord him a hearty vote of thanks. (Cheers.)

Mr. J. H. James, in seconding the motion, expressed appreciation of the courtesy which he had invariably experienced at the hands of all the members of the staff, including the junior staff. The resolution was unanimously adopted.

The Chairman: I am very much obliged to you for the kind way in which you have spoken of myself, and I take it that in proposing a vote of thanks to me you also include my colleagues. In regard to our staff I am extremely gratified to hear that you find every courtesy extended to you, and you may be sure that it is the wish of the directors all through that that should prevail. I am very much obliged to you all for coming here on this extremely hot day. It is really very much worse than it is in Bombay without the comforts.

The proceedings then terminated.

## LOCAL AND GENERAL.

In *The Times* of a century ago, on July 18th, 1823, it was recorded: Dr. Short has related an anecdote of a stratagem of the Dutch in their second voyage to China, by which they at first obtained their tea without disbursing money. They carried from home great stores of dried sage, and bartered it with the Chinese for tea, receiving three or four pounds of tea for one of sage, but at length the Dutch could not export a sufficient quantity of sage to supply their demand.

The death is announced of the Rev. Dr. Charles L. Noyes, Pastor of Yokohama Union Church. Dr. Noyes was born in Ceylon in 1841, and when young was sent to America where he entered Yale. Ordained in the Ministry of the Congregational Church, he worked for 40 years, and retired as Pastor Emeritus. Then he agreed to take the place of Dr. Manchester Pastor of the Yokohama Union Church who had been recalled home. Dr. Noyes had been in Japan for less than a year.

The Hongkong correspondent of the *Eastern Times*, one of the Shanghai vernacular papers, gives us the largest fish story of the season. His story concerns a giant carp captured in the waters of the Colony, and he reports that the fish, which weighed more than 100 catties, could speak. When asked, it said that the political situation in Canton would be settled within three months if the fishermen would let it loose. This request was needed to and the fish received his freedom.—*N.C. Daily News*.

The *N.C. Daily News* referring to the 12 per cent. "squeeze" to which we called attention on the part of the local money changers in regard to our copper currency says: The position is highly instructive for us here in Shanghai who labour under so great a depreciation that yesterday the rate for local coppers was 17s. to the dollar. Yet our position seems to suggest that, in spite of all regulations against export of currency, Hongkong is suffering from nothing more than the normal operation of economic laws. Inquiry in Chinese sources brings forth the information that 100 Hongkong copper cents are in intrinsic value probably the equal of 200 Chinese cents in their present depreciated condition, and reckoning the Hongkong and Chinese dollar as equal in value for all practical purposes, there will be seen to be a distinct profit accruing to those who can smuggle Hongkong cents out of the Colony and trade them as copper against Chinese cents.

There is no need to trouble about ammunition, for these coppers have only to be sent to the mint and be melted down into Chinese currency to make it a profitable concern. So say the Chinese here, and they ought to know. And if their views are correct, the present specimens of Chinese coppers will not have reached their correct value until they stand at 200 to the dollar. Truly a deplorable state of affairs.

## SIR ROGER KEYESS WAR SECRET.

## HOW THIRTEEN U-BOATS WERE SUNK.

Vice-Admiral Sir Roger Keyes revealed a war secret regarding the fate of 13 German submarines at Folkestone last month, when he was presented with the honorary freedom of the borough.

The Mayor said that on the long roll of brave men connected with the ancient town of Folkestone no name would stand out with greater and more ambient glory than that of their newly-elected honorary freeman.

Sir Roger Keyes, in acknowledgment, described the measures taken to defeat the German submarines in the latter part of the war.

He stated that in October, 1917, a German submarine was blown up in Waterford Harbour. In three weeks she was raised, and most valuable information was found in her, comprising details as to how the German submarines got under or over the mine barrage across the Straits of Dover.

The Admiralty set to work, continued Sir Roger, and established a long line of small craft, manned by 150 fishing crews, many of whom came from Folkestone. The result was that 13 German submarines were soon lying at the bottom of the Channel between Folkestone and Cape Greiz.

Previously the losses of English merchant vessels had amounted to 70,000 or 100,000 tons per week, but that was reduced by 5,000 or 6,000 tons per week. After the ceremony at the Townhall, the Mayor and Corporation went in procession to the war memorial, on which Sir Roger Keyes laid a wreath.

Speaking at Salt Lake City in June, President Harding declared that "no event since the conclusion of the war has contributed so much towards putting the world back on the way to stabilisation and confidence in its Government" as the United States debt settlement with Great Britain.—*Reuter*.



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## MARRIAGE PROBLEMS.

PAPER READ AT THE ANGLO-CATHOLIC CONGRESS.

At the Anglo-Catholic Congress at the Albert Hall, London, on July 12th, a paper was read by Dr. Mary Scharp on "The Spirit of the Christian Home." She said there were four fundamental questions involved in the Christian teaching in connection with the family: (1) sex, (2) marriage, (3) divorce, (4) family life. The fact of sexual differences evoked love, of form and colour. To it was due song, dancing, and other means of mutual attraction between male and female. It was the substratum of the graces of courtship, and the inspiration of poetry, music, and all the arts. There was nothing low or vulgar in the fact of sexual distinctions, nor was there anything wrong in sexual desires. The sexual instinct was God's gift. Men and women pleaded that sexual gratification was essential to their health, and that their instincts were beyond their control. Medical evidence before the Royal Commission on Venereal Disease, and before the Birth-Rate Commission, was that abstinence in the unmarried and self-control in the married were not injurious, that incontinence always imported a risk, and that self-control was both possible and desirable. The abuses of matrimony, like other evils and wrong-doings, were due to selfishness. At the present time the difficulties of conscientious young people were very great; incomes were small, prices high, houses difficult to find, landlords and employers looked coldly on children; tenure of work was uncertain, domestic help scarce, and women's burdens excessive.

Divorce is impossible for the practising Christian," she added, "because Christian marriage is a sacrament which confers character just as once a priest always a priest, once a father always a father, once a spouse always a spouse. If, therefore, one partner of a Christian marriage divorces the other partner and takes another the second union is a civil contract, not a Christian marriage. The deserted partner, even if guilty, is badly treated by the parties to the second contract, because he or she is thereby prevented from making reparation, and is by this debarr'd from a full repentance."

## MODERN MORALS.

THE CHURCH'S ETHICAL STANDARD.

Addressing a largely attended meeting at the Albert Hall, London, on July 10th, in connection with the Anglo-Catholic Congress, Bishop Gore said he believed there was no duty which was so pressing upon the Church of Christ at this moment as the duty of re-erecting the ethical standard of Christ. It was evident to-day that the current rejection of Christianity was not primarily or mainly a rejection of its theology, but a rejection of its moral claim. In regard to the sexual appetites, the Christian standard, within marriage and without it, was being quite explicitly repudiated over wide areas of society. But it was at least as true that our industrial and social system had been largely built up on the repudiation of the Christian principles of justice, spiritual equality, and brotherhood, and that the current maxims of our commerce, our current attitude towards wealth, our current toleration of selfishness as the normal ideal for the individual, the family, and the nation, were direct repudiations of the principles of the prophets and of Christ. At the same time, there was a very deep and wide feeling in the best of men, inside and outside the Church, that the Christian life was rooted in the truth, and that there was no alternative to it. And he could not but acknowledge that it was very largely from outside the Church that they had in recent years been re-learning the moral meaning of Christ. The first duty of the Church was again to study and teach the Way.

## "THE GREATEST FACT IN LIFE."

WHAT IS LACKING IN THE CHURCHES.

In connection with the Metropolitan Hospital Sunday Fund annual collection, the Lord Mayor and Sheriff attended service on Sunday, June 17th, in state. Canon Alexander, who preached the sermon, speaking upon the parable of the lost sheep, said that personality was the greatest fact in life. One of the special dangers in the Church of England was that while the value of personality was emphasised in theory, in practice little was done to encourage its development. It paid more attention to the respectable ninety and nine than to the one who had strayed. The Church as a whole was wanting in originality and imagination and looked on those qualities with suspicion. It produced laws which preferred ecclesiastical safety to spiritual advantage. The Church lost a great deal in being robbed of originality and romance, and by being associated—especially in the minds of children—with dull convention. If Christianity was to advance at the present time it would not be by reports of committees, nor by means of finance, but by the impulse of spiritual power. The Church could gain a good deal from the principle followed in the great hospitals, where the individual life of rich and poor alike was looked upon as of the utmost value and worthy of every effort in its behalf.

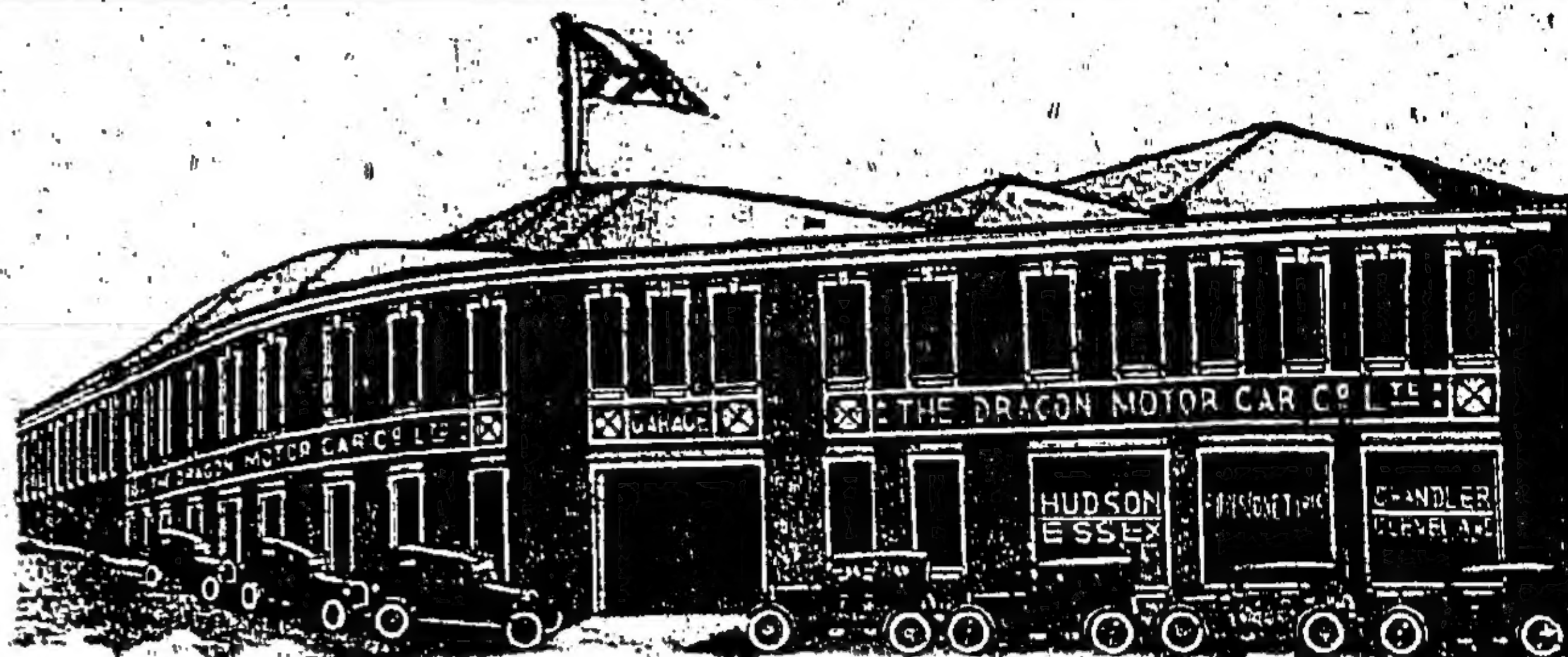
## TREATMENT OF RHEUMATISM.

The New York University Medical College announces the discovery of a cure for rheumatism which it is declared has proved successful in 80 per cent. of the 5,000 cases handled experimentally. The treatment consists of injections of serum of a graduated series of "Strop-tococcus viridinae."



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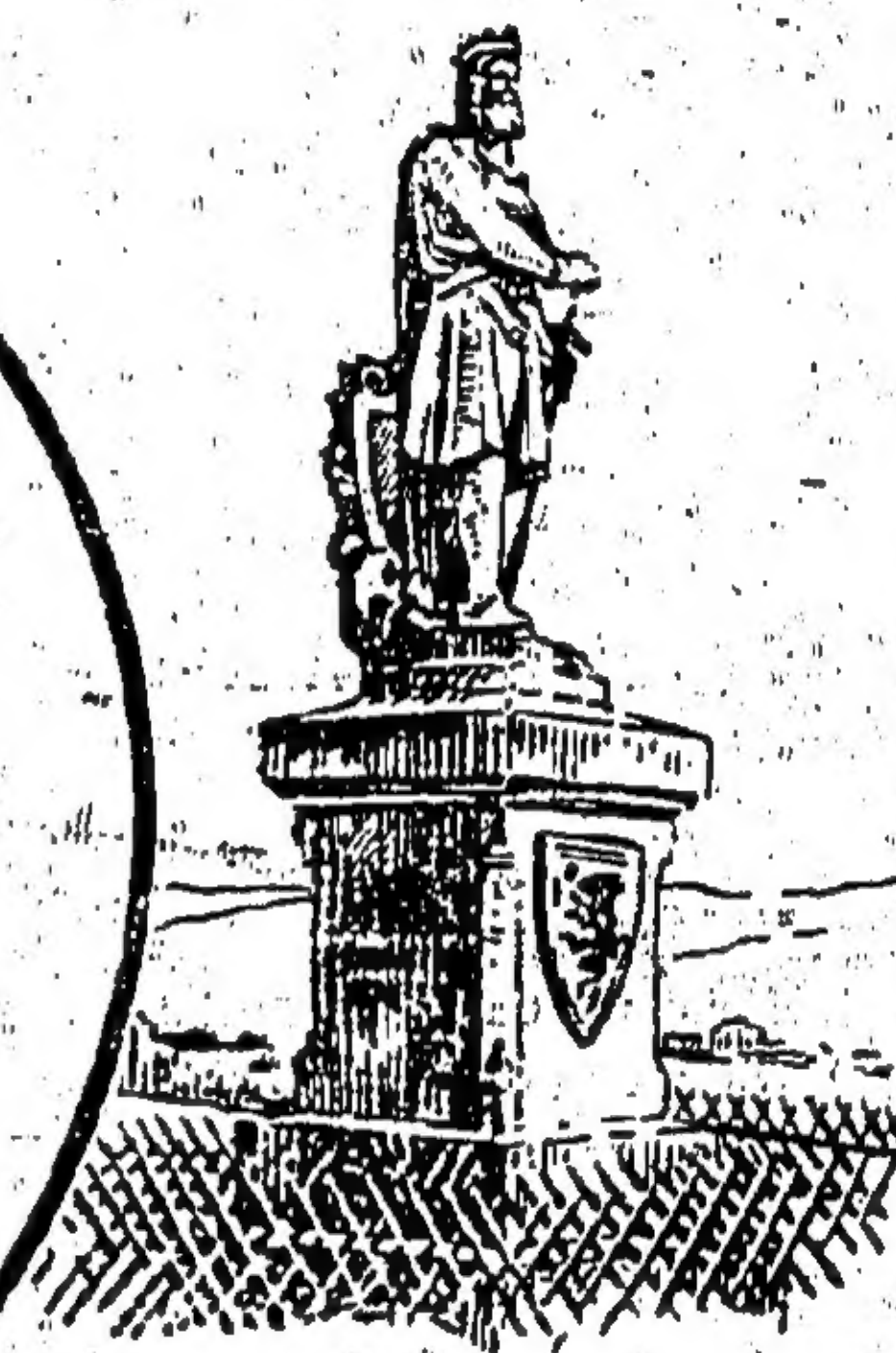


The brand of historic lineage.

HOLD an historic firm responsible for the quality of your guest's whisky by serving "P.D." Scotch. No difference in price, but a big difference in quality.

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GLASGOW, SCOTLAND.  
Sole Distributing Agents for Hongkong and South China—

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Bruce Monument  
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## Consider Your Health.

When you consider how much depends upon it, what can be more important to you than the state of your health? If you are troubled with either indigestion, health your capacities for work or pleasure are affected. Thousands of people know by sad experience that

# Beecham's Pills

are a blessing in the household and exercise a most beneficial effect in cases of  
Torpid Liver,  
Biliousness,  
Sick-Headache,  
Indigestion,  
Loss of Appetite,  
Constipation,  
and other disturbing forms of disordered or dyspeptic bowels.

Beecham's Pills are good alike for men, women and child. If taken according to directions they are pre-eminently a family medicine—a remedy to have at hand in readiness for every occasion where need arises. They have the largest sale of any Proprietary Medicine in the World and have secured the reputation of being "Worth a Guinea a Box."

**IVETARZOL**  
This is the only medicine which has been found to be effective in the treatment of rheumatism. It is a powerful anti-inflammatory and analgesic. It is a valuable remedy in the treatment of rheumatism, especially in the acute stage. It is a valuable remedy in the treatment of rheumatism, especially in the acute stage. It is a valuable remedy in the treatment of rheumatism, especially in the acute stage.

# WORLD THEATRE

MONDAY, 20th, & TUESDAY, 21st August,  
at 5.15 and 9.15 p.m.

REALART PICTURES

The Quaintest, Dearest Heroine you ever saw

**BEBE DANIELS**

in

**"NANCY FROM NOWHERE"**

The tale of a quaint little Pilgrim  
on Love's Highway.

2.30 & 7.15 p.m.

"AROUND THE WORLD IN 18 DAYS"  
Episodes, 6 & 7.

USUAL PRICES.

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Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Carl Legien ...	9,000 tons	7th September
*Adolf von Baeyer ...	9,000 tons	First half of October
*Emil Kirdorf ...	9,000 tons	First half of November
*Schoer ...	12,500 tons	First half of December

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Albert Vogler ...	9,000 tons	10th Sept., Calling at Manila
*Carl Legien ...	9,000 tons	—
*Adolf von Baeyer ...	9,000 tons	—
*Emil Kirdorf ...	9,000 tons	—

\* These steamers are fitted with all comfort for the convenience of about 50 first class Passengers.  
† Cargo boat.

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For particulars and quotations apply to

The Sole Agents—**DODWELL & CO., LTD**

MACHINERY DEPARTMENT.

TELEPHONE C. 1030.

## THE ROMANCE OF TEA STORY OF A GREAT INDUSTRY.

In the very materialistic world of today, all trades, professions and businesses seem almost entirely gauged by the monetary success they bring to those concerned in them. So ingrained has this primary attraction and aim become that most of us seem to have lost all touch with the romance of trade. Every trade that has its base in foreign countries has its certain and fascinating romance and its certain and fascinating romance and its certain and fascinating romance.

Some are merely post-war; others take us back to Roman roads and barren deserts. They have too, their heroes and martyrs. Not least among the trades has "Tea." Its history is interesting and well worth study. Much may be gleaned from old planters of today and from old works written many years ago but still obtainable at the present time. According to the Ten Planters *Fade Mecum* (1883 edition) one learned that Tea is mentioned as a beverage in a Chinese work called "Pent Siao" written about the period 2700 B.C.; though it was not until 400 A.D. that full details of the plant and its uses were compiled. Kolway Bonner, in one of his books on Tea, adds further interesting information. We read here that another Chinese author named "Loya" about the period A.D. 750 wrote a short book on tea in which he describes it as follows:—"It tempers the spirits and harmonises the mind, dispels lassitude and relieves fatigue, awakens thought and prevents drowsiness, lightens or refreshes the body and clears the perspective faculties." As regards the plucking and manufacture, he speaks of the plucking taking place only in the second, third and fourth moons, and never in wet or even cloudy weather. The manufacture at this period consisted of the steaming of the leaves, hand-rolling them, and then drying them in the sun or over a charcoal fire in a brass pan. The whole was then powdered and made into small cakes or lumps. These, of course, were dissolved in water later as required. It is interesting to note that it was about this time that the Chinese first levied a duty on Tea.

### THE ORIGIN OF TEA.

A quaint Chinese legend in regard to the origin of "Te" or "Tea" was brought to light by a Dutch traveller named Koempfer, who relates how a certain Buddhist monk, seeking to become an ascetic, wandered from India to China. After many sleepless nights, spent in prayer and holy meditation, overcome by fatigue he fell asleep. On awakening, so penitent and annoyed was he that he immediately cut off his eye, and fled and hiding them away from him. At this spot there grew up two strong and flourishing tea bushes, the leaves of which, when boiled, or similarly prepared, possessed, when imbibed, an anti-sedative power.

Leaving legends behind us, we find some early Chinese pioneer about 200 B.C. either discovered or imported the plant into Japan. We can picture in those ancient days before international exchange was even dreamt of the bartering and the tokens and gains of exchange from their neighbours, for the agricultural secret, much that we to-day would little dream of. Perhaps payment was made by the gift of slaves and freedom of ports in Japan, perhaps they intended part of the price to be paid by a form of colonization. We can imagine the small boats plying between China and her near neighbours, in smooth sea and rough sea alike, the pioneers of Eastern international trade.

Swiftly we pass to 1600 A.D. when British trading schemes in the East first originated. Whether it was as early as this period that our clippers ran round the Horn on their three, four and five months' voyage in Eastern waters as far as China or even Burma, we are not altogether sure. Whether by exchange at some nearer port, China tea was purchased and brought into Western markets is equally uncertain. It was not until 1661, when Chinese ports and the great river, the Yangtze Kiang, were duly opened to large sea-going ships, that a direct trade with China was really set upon a firm and regular basis, and even then the merchant or tea buyer had on many occasions to perform a hazardous yet very interesting journey into the inland tea markets, or "Hong" as they were called, in order to purchase his consignment.

In regard to India, we go back to the interesting period of 1813 when British Indian merchants seriously contemplated the wholesale introduction of Tea into India. Ports were already opened and competitive enthusiasm was rife in the East against China and Japan. If tea could be grown extensively in India, then a great saving of time and transport would be added to the financial profits. But it was not until 1824, that two brothers, named Bruce brought down from Upper Assam seed of indigenous tea. This at first was little thought of, as a plan had in the meantime been mooted to import China bushes and seed, and also Chinese skilled labour for instructive purposes. Perhaps, too, the size of the leaf with its coarse appearance would not carry much in its favour, though this is doubtful, as tea was, as regards English markets, still really in its infancy and fine tea and coarse teas were not a great matter of importance.—*Englishman* (Calcutta).

## ITCHING ECZEMA ON BOY'S HAND

And Face. In Pimples. Skin Inflamed. Cuticura Heals.

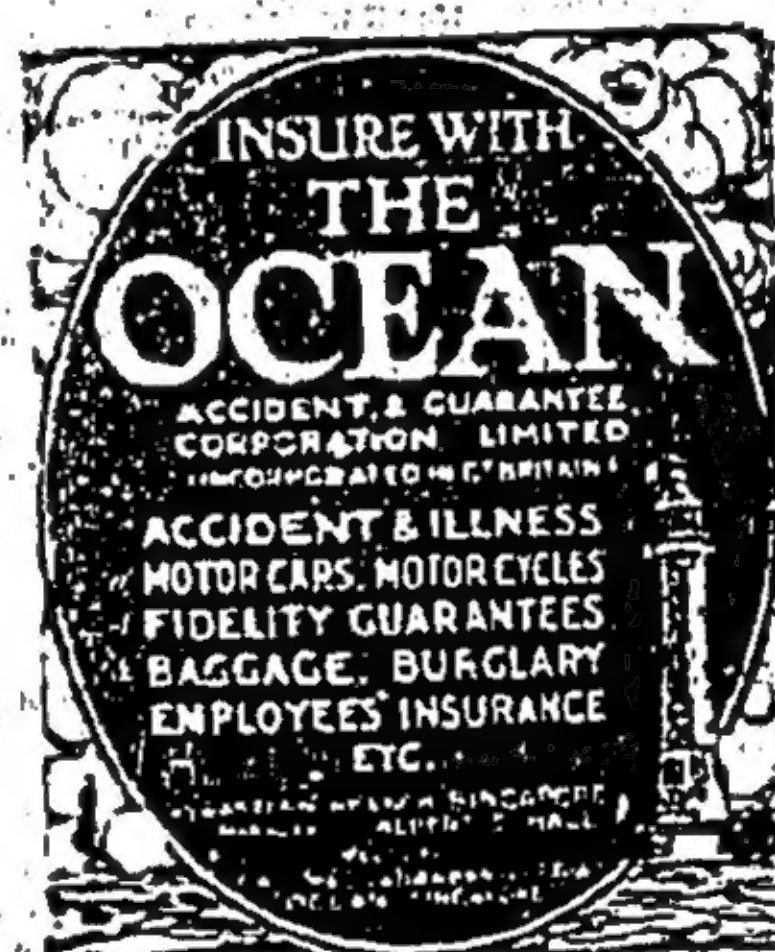
"My boy's hand and part of his face were covered with eczema. It broke out in pimples and the skin was inflamed. The itching was terrible and at times his face was so bad that he could not go out, and at night he could not sleep. I was advised to try Cuticura Soap and Ointment and sent for a free sample. I purchased more, and after using two tablets of Soap and one box of Ointment he was healed." (Signed) Mrs. Robert Whalley, 10, Stephen St., Mill Hill, Blackburn, Lancs., Eng.

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**DODWELL & CO., LTD.**  
TELEPHONE C. 1030. 2, QUEEN'S BUILDING

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.		SAILINGS SUBJECT TO ALTERATION.	
"KWONGSANG" Tuesday, 21st Aug. 2 p.m.		"KWONGSANG" Tuesday, 21st Aug. 2 p.m.	
BANGKOK via SWATOW	"TAISANG" Wednesday, 22nd Aug. Noon.	BANGKOK via SWATOW	"TAISANG" Wednesday, 22nd Aug. Noon.
TSINGTAU via SWATOW	"TAISANG" Thursday, 23rd Aug. 3 p.m.	TSINGTAU via SWATOW	"TAISANG" Thursday, 23rd Aug. 3 p.m.
SHANGHAI via SWATOW	"TAISANG" Friday, 24th Aug. 3 p.m.	SHANGHAI via SWATOW	"TAISANG" Friday, 24th Aug. 3 p.m.
HAIPHONG via HOIHOW	"TAISANG" Saturday, 25th Aug. 3 p.m.	HAIPHONG via HOIHOW	"TAISANG" Saturday, 25th Aug. 3 p.m.
SHANGHAI via SWATOW	"TAISANG" Sunday, 26th Aug. 3 p.m.	SHANGHAI via SWATOW	"TAISANG" Sunday, 26th Aug. 3 p.m.
TIENTSIN via SWATOW	"TAISANG" Monday, 27th Aug. 3 p.m.	TIENTSIN via SWATOW	"TAISANG" Monday, 27th Aug. 3 p.m.
MANILA via SWATOW	"TAISANG" Tuesday, 28th Aug. 3 p.m.	MANILA via SWATOW	"TAISANG" Tuesday, 28th Aug. 3 p.m.
KORE via AMOY & SHANGHAI	"TAISANG" Wednesday, 29th Aug. 3 p.m.	KORE via AMOY & SHANGHAI	"TAISANG" Wednesday, 29th Aug. 3 p.m.
SHANGHAI via SWATOW	"TAISANG" Thursday, 30th Aug. 3 p.m.	SHANGHAI via SWATOW	"TAISANG" Thursday, 30th Aug. 3 p.m.
SANDAKAN via SWATOW	"TAISANG" Friday, 31st Aug. 3 p.m.	SANDAKAN via SWATOW	"TAISANG" Friday, 31st Aug. 3 p.m.
HAIPHONG via HOIHOW	"TAISANG" Saturday, 1st Sept. 3 p.m.	HAIPHONG via HOIHOW	"TAISANG" Saturday, 1st Sept. 3 p.m.
BANGKOK via SWATOW	"TAISANG" Sunday, 2nd Sept. 3 p.m.	BANGKOK via SWATOW	"TAISANG" Sunday, 2nd Sept. 3 p.m.

## CALCUTTA LINE

s.s. "LAISANG" will be despatched (on or about) Thursday, 23rd Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWATTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

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GENERAL MANAGER.

TELEPHONE CENTRAL No. 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE  
OUTWARDS. HOMEWARDS.

Vessel	Des Hongkong	Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE" ...	24th Aug.	"GLENBEG" ...	22nd Aug.	London, Rotterdam & Hamburg.
"GLENLUCE" ...	10th Sept.	"GLENLUCE" ...	10th Sept.	London, Rotterdam & Hamburg.
"GLENGLASS" ...	20th Sept.	"GLENGLASS" ...	20th Sept.	London, Rotterdam & Hamburg.
"CARMARTHENS" ...	6th Oct.	"CARMARTHENS" ...	6th Oct.	London, Rotterdam & Hamburg.

Movements are subject to change without notice.  
For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.**  
**The Glen Line, Ltd.** AGENTS.

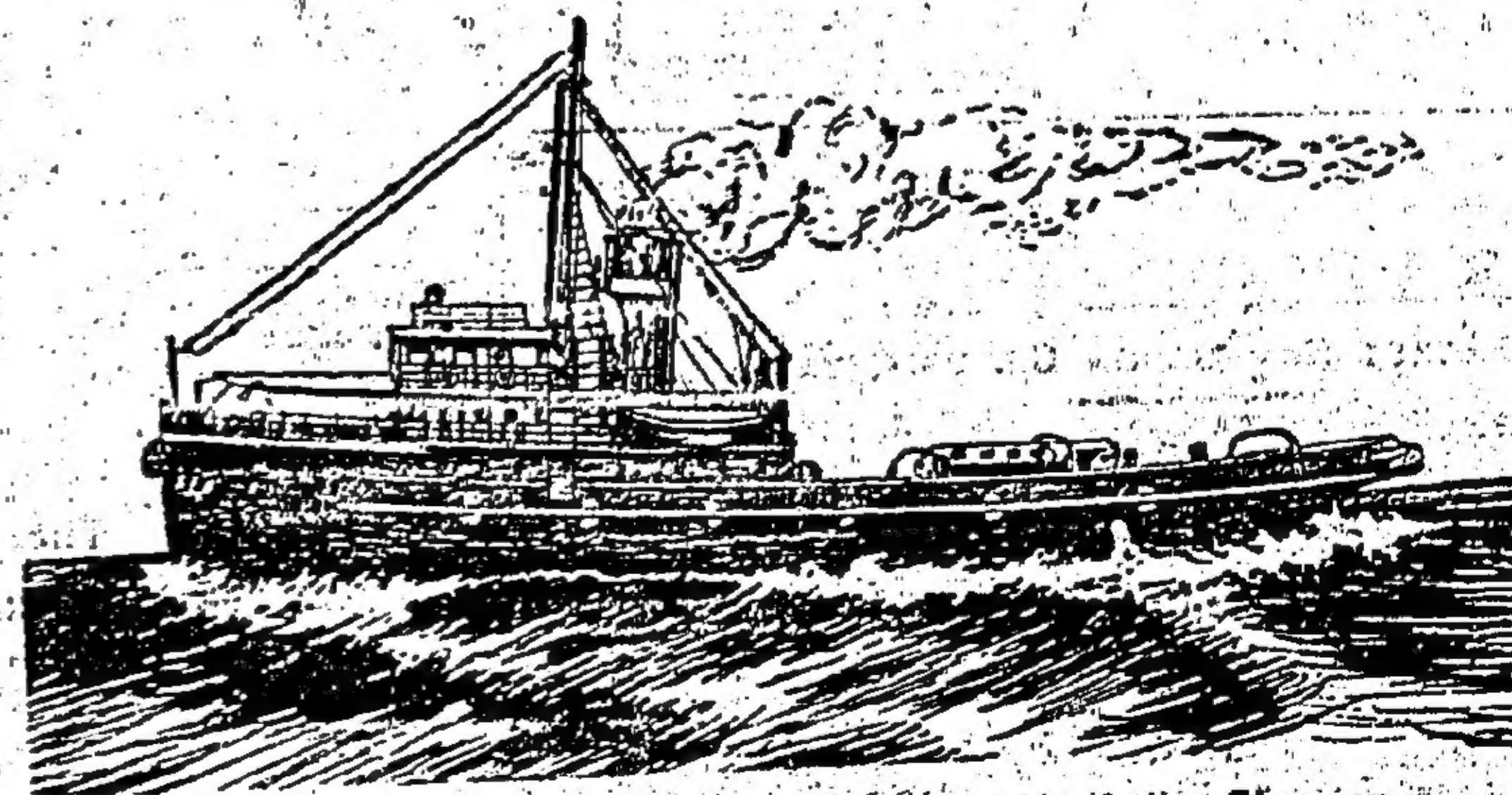
Telephone: Central No. 215 sub-22, 23 and Central 2493.

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

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Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven reversible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

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**"ELLERMAN LINE"**

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UNITED KINGDOM &amp; CONTINENT SERVICE.

## OUTWARDS.

4. "KASAMA" ... 2nd Sept. ... Shanghai, Kobe &amp; Yokohama.

## HOMEWARDS.

4. "CITY OF GLASGOW" ... 28th Aug. ... 1st Class 234. 2nd Class 235.

## PASSAGE RATES TO LONDON.

1st Class	234	2nd Class	235
3rd Class	236	4th Class	237

Subject to change without notice.  
For further particulars apply to—

(THE BANK LINE, LTD.)  
(Tel. Central 759)

HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

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AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

4. "CITY OF BOSTON"	via Suez Canal	25th August
4. "ANTIOCHUS"	via Suez Canal	5th Sept.
4. "BELLEROPHON"	via Suez Canal	15th Sept.
4. "CITY OF BAGDAD"	via Suez Canal	25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
(JOHN SWIRE & SONS, LTD.)  
HONGKONG AND CANTON, HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	—	—	17th Sept.
AMBOISE	27th July	25th Aug.	1st Oct.
ORDILLERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
ORILLI	7th Sept.	9th Oct.	12th Nov.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance.)  
A CLASS (1st Class) ... 25. 0s. 0d.  
B CLASS (1st Class) ... 25. 0s. 0d.  
C CLASS (1st Class) ... 25. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Ocean Steamers having good accommodation for First-Class Passengers, Electric Lights and First-Class Messengers.

FOR

SWATOW, AMOY &amp; FOOCROW

AND RETURN

(Occupying 9 or 10 Days)

RAICHING	Capt. J. B. Thomson	Thursday, 23rd Aug., at 10 a.m.
RAICHING	Capt. W. O. Passmore	Friday, 24th Aug., at 1 p.m.
RAICHING	Capt. Ellis Walker	Tuesday, 28th Aug., at 1 p.m.

\*For Amoy and Foochow.

Arrivals and Departures from the Company's Wharf (near Ede's Pier)

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,  
(General Managers)

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## MITSUBISHI SHOJI KAISHA

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STRAITS, JAVA, BORNEO, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Ton	From Hongkong (about)	Destinations
"KASHMIR"	8,880	22nd Aug. Noon	Mars. Gib. London & Antwerp
"ALPINE"	8,272	22nd Aug. Noon	Spore, Penang, Colombo & B'way
"MACDONIA"	11,029	7th Sept.	B'way, Mars. Gib. London & Antwerp
"SICILIA"	8,812	20th Sept.	Spore, Penang, Colombo & B'way
"DONGOLA"	8,083	21st Sept.	Mars. Gib. London & Antwerp
"MANTUA"	10,908	5th Oct.	B'way, Mars. Gib. London & Antwerp
"SUDAN"	6,666	17th Oct.	Spore, Penang, Colombo & B'way
"KARMALA"	9,098	19th Oct.	Mars. Gib. London & Antwerp
"CALEDONIA"	7,622	2nd Nov.	do.
"NELORE"	6,666	4th Nov.	do.
"MALWA"	10,341	16th Nov.	do.
"KALYAN"	9,098	28th Nov.	B'way, Mars. Gib. London & Antwerp
"SUDAN"	6,666	12th Dec.	Spore, Penang, Colombo & B'way

1924.

S.S.	Ton	From Hongkong (about)	Destinations
"MACDONIA"	11,029	25th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"KASHMIR"	8,880	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMALA"	9,098	7th March	do.
"SUDAN"	15,993	21st March	do.
"DELTA"	9,097	4th April	do.
"CHINA"	7,552	18th April	do.

## BRITISH INDIA - APCAR SAILINGS

S.S.	Ton	From Hongkong (about)	Destinations
"JAPAN"	6,052	1st Sept.	Singapore, Penang & Calcutta
"JANUS"	4,824	6th Sept.	do.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Ton	From Hongkong (about)	Destinations
"EASTERN"	4,000	1st Sept.	(Manila, Batavia, Brisbane, Sydney & Melbourne)
"ARAFURA"	6,000	8th Oct.	do.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand.

The P. &amp; O. Royal Mail Steamers to London via Suez Canal.

The P. &amp; O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via the Cape.

## SAILING TO SHANGHAI &amp; JAPAN

S.S.	Ton	From Hongkong (about)	Destinations
"MANTUA"	10,908	23rd Aug. 4 p.m.	Shanghai, Moji, Kobe & Yokohama
"SICILIA"	8,812	29th Aug.	Shanghai
"TANDA"	6,956	29th Aug.	Yokohama & Kobe
"KARMALA"	9,098	8th Sept.	Shanghai, Moji, Kobe & Yokohama
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

\*WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must carry their own Hotel expenses at Singapore while waiting for the carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans, free of charge.

Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information Passage Rates, Freight Handbooks, etc., apply to—

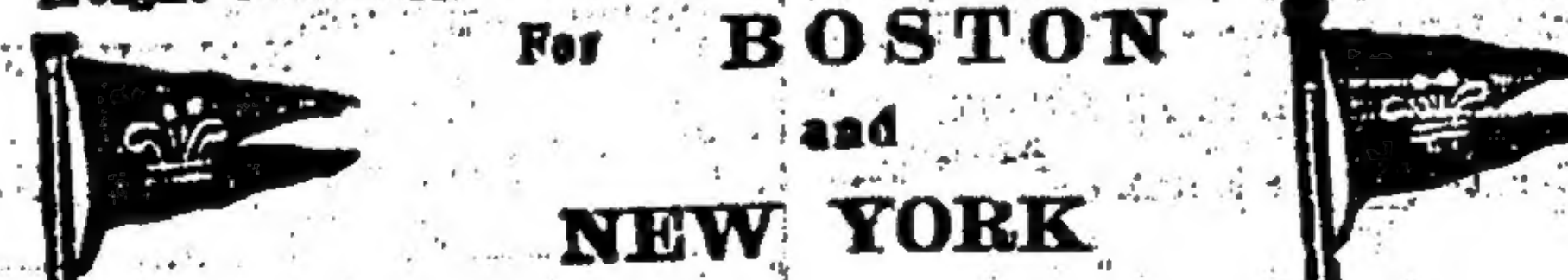
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22, Des Voeux Road, Central, HONGKONG.

(Agents)

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Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

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(Incorporated in Great Britain)  
St. George's BuildingTelephone: Central 2185  
Telegrams (Furprince)

[2]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 16th Sept.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"CHICAGO MARU" ... Tuesday, 18th Sept.

BOMBAY—fortnightly service via Singapore and Colombo.

"ARGON MARU" (Call at Penang) ... Tuesday, 4th Sept.

"ANDES MARU" ... Thursday, 20th Sept.

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Bangkok.

"HONOLULU MARU" ... Wednesday, 12th Sept.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. &amp; CANADA—Passenger Service.

"HAWAII MARU" ... Friday, 31st Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama &amp; Cuban Ports.

"ATLAS MARU" ... Beginning of Sept.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"AMAZON MARU" ... Friday, 21st Sept.

KEELUNG via SWATOW &amp; AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Wednesday, 22nd Aug. Noon.

TAKAO, SWATOW &amp; AMOY.

"GOSHU MARU" ... Thursday, 23rd Aug.

TAKAO &amp; KEELUNG.

"JOYEN MARU" ... Monday, 3rd Sept.

For sailing dates and further particulars please apply to

E. BRIMA, Manager.

Tel. Central No. 4920.

**C. N. C.**  
**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI	"SHANTUNG"	On 31st Aug. D.L.
JAVA	"TAIKOO WANG"	On 31st Aug. D.L.
HOIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 31st Aug. D.L.
AMOY & SHANGHAI	"SUNNING"	On 31st Aug. D.L.
CHEFOO & NEWCHOW	"HANYANG"	On 31st Aug. D.L.
SWATOW & SHANGHAI	"LIANGHOU"	On 31st Aug. D.L.
SHANGHAI & TRINGTAO	"SZECHUEN"	On 31st Aug. D.L.
HOIHOW & BANGKOK	"LINAN"	On 31st Aug. D.L.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 31st Aug. D.L.
SWATOW & SHANGHAI	"SINKIANG"	On 31st Aug. D.L.
SWATOW & SINGAPORE	"KWEIANG"	On 31st Aug. D.L.

Excellent Saloon accommodation and kitchen, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tringtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

(JOHN SWIRE &amp; SONS, LTD.)

Telephone Central 22.

CARGO &amp; PASSENGER CAN BE SECURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

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## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATIONS.

Steamer	From Hongkong to Australia	Leave Hongkong for Manila, Sandakan, & A. Ports
"CHANGSEA"	25th August	25th August, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation Electric Light, throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Rates, Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

For freight and passage apply to—

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Telephone Central No. 22.

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## STEWART &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chochea" ... 5th Sept.

U.S.S. "West Carmona" ... 5th Sept.

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